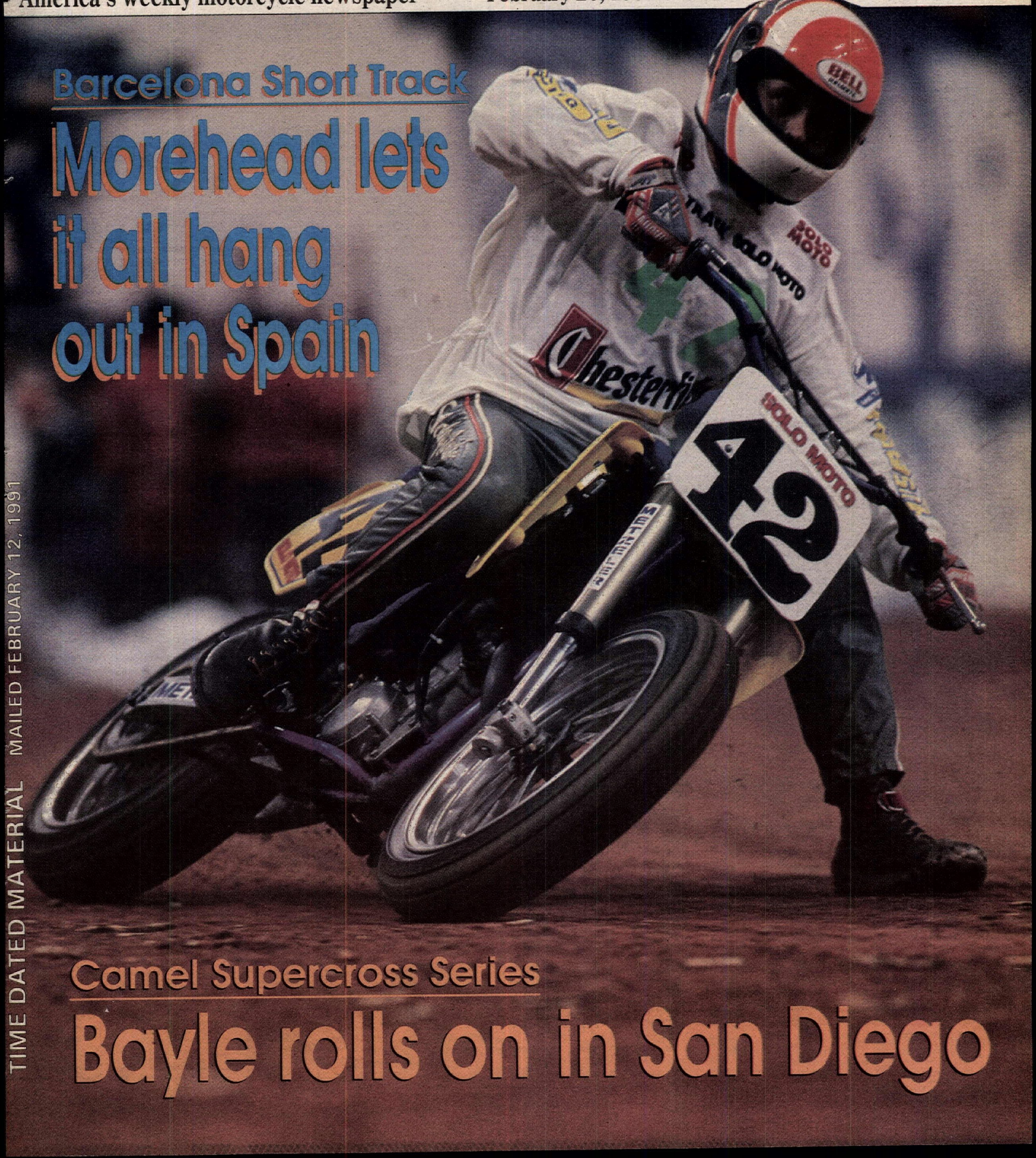
CYCLE NEWS®

America's weekly motorcycle newspaper | February 20, 1991: Number 6 | (outside the U.S. $2.50) $1.75



Barcelona Short Track

Morehead lets it all hang out in Spain

Camel Supercross Series

Bayle rolls on in San Diego

TIME DATED MATERIAL MAILED FEBRUARY 12, 1991

IN THE WIND By Papa Wealey

Ted Hunnicutt (Kaw) was the overall winner at round two of the AMA National Championship Hare & Hound Series held in Ridgecrest, California, February 10. **Don Griewe** (ATK) finished second overall and **Chris Crandall** (ATK) was third.

Jason Langford (Yam) topped both the 125 and 250cc classes at the San Francisco Budweiser Arenacross in the Cow Palace, on Friday night, February 9. The following night saw **Dennis Hawthorne** (Kaw) top both classes. The Arenacross, which was run in conjunction with the San Francisco International Motorcycle Show, drew 7000 fans Friday night and 12,000 Saturday night. Sunday's amateur event drew a record turnout of 358 riders who raced in front of 3000 fans. More than 55,000 attended the weekend's show.

French Superbikers Champion **Stephane Chambon** won an experimental dirt track race held on a 50-yard oval track inside a bullring in Barcelona, Spain, on February 9. Chambon topped Spanish road racer Alberto Puig and Spanish enduro ace Jordi Arcarons in the race held in the Barcelona Monumental Bullring. Americans **John Kocinski** and **Eddie Lawson** finished fourth and sixth, respectively, after making the main event via a promoter's option. Reportedly, Kocinski crashed hard in his heat race, but was unhurt.

Road racer **Kevin Schwantz** returned from his pre-season test sessions in Australia on Saturday, February 2 with reports that he will be using **Dunlop** tires on his Suzuki RGv500 during the 1991 Grand Prix season. Schwantz tested with Lucky Strike Suzuki teammates **Didier de Radigues** and **Kevin Magee**, along with 250cc Suzuki campaigner **Martin Wimmer**. De Radigues crashed at the Eastern Creek circuit in Australia, breaking a bone in his hand that will keep him out of action for some three weeks. Magee, meanwhile, is returning to racing after serious head injuries suffered at the U.S. GP last April. "The new bike is good," Schwantz said from his Austin, Texas, home. "It doesn't want to shake and hinge like it did last year."

Although Schwantz reported that Team Marlboro Roberts Yamaha will also be using Dunlop rubber in 1991, team owner **Kenny Roberts** says a decision has yet to be made. "There's been no decision on tires yet," Roberts said on February 7. "We tested both brands in Australia, although we used 99-percent Dunlop because there were only two Michelins to test. A decision will be made in the next three weeks.

Roberts also reports that there's no news to report on a sponsor for 1990 AMA Superbike National Champion **Doug Chandler**. Chandler rode a 1991 Yamaha YZR500 along with Roberts' Marlboro-backed team of World Champions Wayne Rainey and John Kocinski during their recent tests in Australia. "He'll be riding a 500, but for who and what . . . What color his leathers will be, we don't know yet. The war has kind of put things in a tailspin." Roberts, who was scheduled to venture to Europe for meetings on February 8, was impressed with Chandler's riding in Australia: "He rode very good; I was surprised. He did very, very well. You don't expect anybody to go out and set the world on fire the first time out, but he did well."

The fastest of the Team Marlboro Roberts riders in Eastern Creek was **Wayne Rainey** at 1:32.4. **John Kocinski** stopped the clock at 1:32.9 and Chandler did a 1:33.6. "Those things (500s) are so cool," Chandler said after the test. "They slide so good; they're smooth and predictable and they wheelie everywhere."

Although no announcement has been made, it is expected that **Jimmy Filice** will join the Wayne Rainey-owned 250cc road race team that will campaign the WERA Pro Series. Filice will ride a 1991 Yamaha TZ250 along with **Kenny Roberts, Jr.**

As we reported last week, **Steve Morehead** won the February 2, Barcelona Indoor Short Track race (see coverage in this issue). Our front page star of the week was very impressed with the show the Spaniards put on. "The track was equal to anything we ever rode on at the Astrodome," said Morehead. Noted American dirt track constructor Harold Murrell talked to the Spanish promoter and track builder via phone prior to the event. Murrell's advice was obviously spot on. Morehead also noted, "There was one thing the spectators did that I've never seen before — they did the wave around the track and actually followed the leader, me, with it!"

Erik Kehoe (Hon) won the 125cc Pro class at the final round of the CMC Golden State MX Nationals held at Glen Helen Raceway in San Bernadino, California, February 10. **Mike Healey** (KTM) earned the 250 and 500cc honors and **Broc Glover** (Hon) topped the Vet Pro class.

Rodney Smith (Suz) wrapped up the 125cc Pro class championship at the final round of the CMC Golden State MX Nationals. **Willie Surratt** (Hon) secured the 250cc Pro class crown, but was edged out of the 500cc Pro class championship by **Mike Healey** (KTM). **Dave Coupe** (Hon) won the Vet Pro class championship.

Quiz time answer: Last week we asked you to name the two riders who have won three straight AMA 250cc MX National Championships. Gary Jones was the first to pull off the hat trick, winning his first 250cc title in 1972 riding Yamahas and backing that up with two more titles in '73 and '74 aboard Hondas. The following three years, 1975-'77, saw Suzuki-mounted Tony DiStefano end the season as champ.

Quiz time: Jeff Ward currently shares the record for two consecutive AMA 500cc MX National Championship titles with two other riders. Name them.

Workers at the Harley-Davidson assembly plant in York, Pennsylvania, went on **strike** on Monday, February 4. The workers, members of the International Association of Machinists and Aerospace Workers, voted 1245 to 65 to go on strike after talks between the union and company representatives broke off two days earlier. Negotiations on a three-year contract to replace the four-year contract that ended over the weekend brought disagreement on wages, the employees right to refuse to work overtime, and the restoration of a cost-of-living increase. The negotiations began in November. Nearly 1000 workers picketed the plant on Monday. It was the first strike at the York plant since 1969.

Two-time Grand National Champion **Ricky Graham** will again campaign **Eaken/Sponseller Racing** Hondas in the Camel Pro Series. Graham, the series champ in 1982 and 1985, suffered a broken arm at the San Jose Mile last September, but is fully recovered from that injury. The Californian had a so-so season last year, with his best performances being a pair of fourth place finishes which he logged at the Indy Mile and the fall Springfield Mile. The team is actively looking for sponsors for their 1991 effort. Interested parties should call Mike Sponseller at 301/662-0264.

As previously reported in this section, **Yokohama** will not be returning as the name-in-title sponsor of the AMA/CCS 600 and 750cc Supersport Road Race Series, but the tire manufacturer will continue to support both Supersport classes and other classes of AMA road racing via a rider contingency program for Supersport, EBC Brakes Endurance, Superbike, 250 GP and Circle Bell Pro Twins racing. A championship bonus of $25,000 and per event winner bonuses of $5000 for both classes of Supersport are included in that package.

Slo City Cycles of San Luis Obispo, California, will host their **9th Annual Open House** on Friday, February 15, two days before the opening round of the AMA National Championship Enduro Series at Clearcreek. Kawasaki team riders **Larry Roeseler** and **Kurt Hough** will be on hand to sign autographs and give away door prizes. The open house gets underway at 6 p.m. For more information, call 805/541-1741.

There's been a date change for the **Camel Motorcycle Grand Prix of Miami,** the sixth round of the AMA National Championship Road Race Series. Originally scheduled for July 20-21, the Miami Motorsports-promoted event that's run on the streets of Miami, Florida, will take place a week earlier, on July 13-14.

In anticipation of the arrival of spring and the promise of a new riding season, the **Motorcycle Heritage Museum** in Westerville, Ohio, will be opening its doors on weekends from the first weekend in March through the end of October. Saturday hours will be 10 a.m. to 4 p.m., Sundays from noon to 4 p.m. This will extend visitation opportunities beyond the year-round weekday hours of 9 a.m. to 4:30 p.m. Two new exhibits, "50 Years of the Daytona 200" and "The Fabulous Fours," will debut in mid-summer.

The **Daytona International Motorcycle Show** will again be held in a special display area in the Speedway's Hospitality Village, directly behind the main grandstands, March 7-10. There's no admission charge for the show which is open from 9 a.m. to 6 p.m. daily, Thursday, March 7, through Saturday, March 9. Show hours on Sunday, March 10, will be from 9 a.m. to 1 p.m.

The **11th Annual Daytona Concours d'Elegance** vintage motorcycle meet will take place on Friday, March 8, of Camel Motorcycle Week. The AHRMA-conducted meet will take place in a special area located on the infield grounds of the Speedway and public viewing will begin at noon. There are 16 categories of entries, including historic, special interest, antique, competition and unrestored. The judging of the machines and trophy presentation will take place at mid-afternoon. In commemoration of the 50th running of the Daytona 200, a number of vintage road racing machines are expected to be displayed.

The **Victory at Daytona Radio Show**, sponsored in part by Bridgestone, will be broadcasted live from 6 p.m. to 7:30 p.m., Monday, March 4, through Saturday, March 9, on News Talk 1150 WNDB nightly during Camel Motorcycle Week. The show, which takes place at the Volusia Mall (across the street from Daytona International Speedway) Monday through Thursday, will be hosted by Ben Cheatwood and Dave Laing and is open to the public. The Friday and Saturday shows will be at the Municipal Stadium in conjunction with the 600 National and Camel Pro Series short track races. In addition to the Victory at Daytona show, News Talk 1150 WNDB will carry live broadcasts of several Camel Motorcycle Week races, as well as rider profiles and race week updates.

Brit **Chris Carter** will once again host a radio show at Daytona's Days Inn Central. The show will also be aired on WNDB, starting at 9 p.m. each evening of Camel Motorcycle Week.

AHRMA invites its members to shake off those winter cobwebs with a pre-Daytona practice session for **vintage road racers** on Friday, March 1, at Alabama's Talladega Gran Prix Raceway. The cost for a full day of riding is $75 if received by AHRMA by Friday, February 22, and $100 if paid at the track. Call AHRMA at 715/842-9699 for more information.

Beginning Friday, March 29, the weekly **speedway races** at Orange County Fairgrounds in Costa Mesa, California, will be **broadcast live** on K-Orange 1190, one of Orange County's leading AM radio stations. Twenty-seven broadcasts will round-out the season which runs through September 27. The broadcast will be two hours in length, airing from 8:30 p.m. to 10:30 p.m. Veteran sports announcer Bruce Flanders will call the live action, along with Terry Clanton.

An AMA-sanctioned **poker run** will be run during Daytona's Camel Motorcycle Week and the promoter, L-A Promotions, says it'll offer a $1500 purse with the "purse subject to number of qualified entrants, otherwise 50% payback." The event will take place on Tuesday, March 5, and start at the Little Tomoka Yacht Club. The pre-entry fee is $20 for ages 16-61, and $15 for ages 61 and over. For more information, call 614/383-3887.

Two-time NHRA Winston Pro Stock Champion **Dave Schultz** has joined forces with **Vance & Hines** for the 1991 drag race season. Vance & Hines and Schultz form a formidable team, having won a combined total of four NHRA Pro Stock titles and scored 31 NHRA National victories. "I've always had a good relationship with Vance & Hines," said Schultz. "In fact, the first four-stroke engine I ever had was from their workshop. Last year, I was a customer and partially sponsored by them and now I'm representing them on the track. It's very much an honor to be part of the team."

The NHRA season gets underway for the new team and other motorcycle competitors at Houston Raceway Park, March 1-3, and Schultz will begin the season campaigning his 1990 Kawasaki ZX-10-based drag bike. At

the third race of the NHRA Winston Drag Race Series, the April 18-21 Atlanta round, Schultz will debut the team's 1991 Suzuki GSXR-based bike, featuring a 68-inch Sandy Kosman chassis and a Vance & Hines-prepared 1260cc Suzuki motor. "We've decided to fight fire with fire, and to do that we needed a Suzuki," said **Byron Hines**, referring to the fact that a Suzuki has won the NHRA Pro Stock title the last two years. Helping Hines with engine development will be **Greg Cope**, who helped wrench the Suzuki that carried John Myers to the 1990 NHRA title.

GS International is a new club for **BMW GS** owners. According to founder Tom Thompson, it's the first BMWMOA-chartered club with the purpose of promoting dual sport riding. Thompson says the club will sponsor a National Dual Sport Ride and publish a newsletter featuring articles of interest to GS owners and international touring information. For an application form, write: GS International, 216 Mt. Zion Rd., Ferguson, NC 28624.

For the second straight year, Maryland riders have **defeated** a bill proposed by the state's Department of Health and Mental Hygiene which would have forced all road-riding motorcyclists to purchase a prohibitively expensive form of **"catastrophic health insurance"** before their bikes could be registered. Going down for the count was Senate Bill 27, which was identical to a measure Maryland motorcyclists managed to knock down during a House Committee hearing one year ago.

The 1991 legislative season is shaping up to be one of the busiest in recent years, and the AMA in working to keep members informed of the important issues affecting motorcycles conducted a **record number of legislative alert mailings** in January. Over 50,000 riders in 11 states were notified of motorcycle-related legislation currently under consideration. Mailings were received by AMA members in Arizona, California, Connecticut, Illinois, Maryland, Michigan, New Hampshire, New Mexico, New York, Rhode Island and South Carolina.

Team Honda's **Jeff Stanton, Jean-Michel Bayle** and **Rick Johnson** will join team manager **Roger DeCoster** in signing autographs and bench racing with fans at an **open house** conducted by **Honda of Atlanta** on Friday, February 22, from 6 p.m. until 7 p.m. The open house is being held in conjunction with the following evening's Atlanta Supercross.

Bieffe USA, Inc., the North American representatives of **Bieffe helmets**, is posting $231,465 in contingency money for the AMA-sanctioned Camel Pro Series, National MX and Camel Supercross Series and National Championship Road Race Series, and the WERA Formula USA Series, Endurance Series, and Formula II, Superstock A and Superstock B classes. For information on the contingency program, call Mark Handelman at 408/436-8098.

The March 2-3 **AMA/CCS road race** meet at Las Vegas International Raceway has been **canceled** due to a schedule change made by the track.

AMA 250cc Grand Prix National Champion **Doug Brauneck** is without a sponsor for 1991. "At this point I have no sponsor," Brauneck said. "I've tried everybody and have sent resumes. We're going to run Daytona, but after that we need a sponsor to continue." Brauneck will ride a John Hasty-owned 1990 Yamaha TZ250 at Daytona. Hasty, a Charlotte, North Carolina-based attorney who has served on the AMA Board of Trustees for 11 years and as its chairman for eight years, has all but totally funded Brauneck's 250cc racing effort in the past, but has opted to pull back on that support this year. "At one time I'd considered dropping the 250 and going into the Superbike class, but I had no success with the top teams; you need a top team and a top motorcycle to do the series right, said Brauneck." Brauneck is currently residing in Ormond Beach, Florida, and can be contacted at 904/677-6997 or 904/423-6225.

Camp Coker Motorsports Park in Society Hill, South Carolina, will host the **Tony D Motocross School** on Friday, February 22. Multi-time MX champ Bob Hannah will be a special guest instructor and the Team Suzuki Support crew will be on hand. The school fee is $75, however, riders who participated in the first three events of the Camp Coker One-Track Series will be admitted free. Complementary passes are also available from Suzuki dealerships for Suzuki riders. Riders who are interested in attending the school should call either Tony D Motocross Schools at 301/676-8234 or the track at 803/378-4700.

The **Bureau of Land Management** (BLM) announced on February 4 that it will prohibit the possession of open containers, containing an alcoholic beverage, by anyone operating or riding in or on a motor vehicle or off-highway vehicle on all public lands under its jurisdiction in California. The new regulations, signed January 16, will be effective 30 days after publication in the Federal Register. Anyone in violation could face a fine as high as $1000 and/or imprisonment up to 12 months.

Former Honda factory mechanic **Ron Wood** has been hired by Toyota Racing Development as an engine builder. Wood, who wrenched for Guy Cooper and Mike Kiedrowski, will assist TRD in building and maintaining engines for off-road drivers Ivan Stewart and Rod Millan.

Martin Adams' **Commonwealth Racing** team of Richard Arnaiz and Miguel DuHamel will be sponsored by **Camel** at three AMA Superbike Nationals this season. The Honda RC30-mounted team will be painted in Camel gold for the Daytona 200, Mid-Ohio and Miami Superbike Nationals. Ray Plumb will be the team's crew chief, Ray Farrow will turn the wrenches on Arnaiz's bikes with Shawn Smith doing likewise for DuHamel. Ann Keller will again keep the team organized and will also handle the time-keeping duties while Honda's Brian Uchida will make an occasional trip to the races to assist.

The June 1 **Foxboro**, Massachusetts, round of the **Camel Supercross Series** has been canceled. The switching of the turf from an artificial surface to grass in Sullivan Stadium caused the cancelation. SRO/Pace Promotions, the event sponsor, appears set to replace the event with a round in Oklahoma City on June 8.

England's **Kurt Nicoll** (KTM) was the overall winner of the Beaucaire International MX, the first major international meeting of the season held February 10 in Beaucaire, France. Nicoll won the first two motos and finished third in the final race. Americans **Donny Schmit** (Suz) and **Billy Liles** (Kaw) finished 2-3 in the first moto, Liles finished second in moto two ahead of **Alessandro Puzar** (Suz) and Schmit won the final moto over **Georges Jobe** (Hon).

Close call: As he was leaving the February 9 San Diego Supercross, **Jeff Matiasevich** was pulled over for speeding in the Jack Murphy Stadium parking lot. "The cop gave me the drunk test, so I had to explain that I was a racer and had just finished third and had been doused with champagne in the winner's circle," said Matiasevich. "He finally let me go and told me to keep the racing inside the stadium, on the track."

Paul Schlegel, a member of the AMA Board of Trustees, has been named to the **Motorsports Hall of Fame** National Board of Advisors. The Hall of Fame is located in Novi, Michigan. The first inductees were named last year and included **Kenny Roberts**. *Cycle News* editor **Jack Mangus** is a member of the 23-man nominating committee. This year's nominees in the motorcycle division are Roger DeCoster, Joe Leonard, Dick Mann, Carroll Resweber and Malcolm Smith.

ANNOUNCED: The Heartland Park Topeka track staff for the 1991 season at the road race/drag race facility in Topeka, Kansas. Bob Wilber has been hired to serve as general manager of sales and service, Tim Schuler as account executive for sales and services, and Kirk Shiney as director of accounting services. Karen Brockman has been named account executive, sales and services, and will continue as coordinator for track credentials and competitor registration. Teresa Covert will serve as the director, testing and operations, and also continue as administrative assistant to Bill Kentling, Heartland Park president. Jim Tomes has been named facility director, Jade Gurss director of public relations, and George Morrison coordinator, special projects.

CORRECTION: Last week we incorrectly credited road racer Bruce Tebo with a runner-up performance in the WERA Formula USA Series. Tebo was the runner-up in the ARRA Formula One Series.

JOINED: Chris Kallfelz, the staff of the AMA Government Relations Department in the position of legislative affairs specialist. Kallfelz, a graduate of St. Mary's College of Maryland, fills a vacancy at the AMA national headquarters in Ohio that was created with the opening of the AMA's new government relations office in Washington, D.C.

JOINED: Seven-time National Enduro Champion Dick Burleson is now associated with YOKO Racewear as a design consultant.

CORRECTION: Two motorcycles were stolen at the January 13 round of the GFI Winter MX Series in Perris, California, and not one as reported last week. Although GFI's Goat Breker recovered one, a 1991 Yamaha YZ250 is still missing. The bike has Kawasaki footpegs and the frame number is JYA3XKW03MAO09394. If anyone has information on the bike, contact Bret Leef at 714/678-6350.

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ON THE FRONT PAGE:

Ohio's Steve Morehead dazzled a large Spanish audience as he slid to victory in the first-ever dirt track race run in Spain. See page 18 for race coverage. Photo courtesy of Solo Moto.

CYCLE NEWS

America's weekly motorcycle newspaper

Volume XXVIII

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Cycle News (USPS 141-340) is published weekly except the last two weeks of the calendar year for $50.00 per year by Cycle News, Inc., 2201 Cherry Avenue, Long Beach, CA 90806. Second class postage paid at Long Beach, CA.

POSTMASTER: Send address changes to Cycle News, P.O. Box 498, Long Beach, CA 90801-0498.

To determine the expiration date of your subscription, check the four numbers on the first line of your address label. The first two digits indicate the last issue number you'll receive and the last two characters indicate the year of the last issue.

Subscription rates: Rates for the United States and its possessions for one year, (50 issues), $50.00; two years (100 issues), $95.00; six months, (25 issues), $26.00; trial sub (15 issues), $19.00. Canada and Foreign, one year (50 issues), $90.00; two years (100 issues), $175.00; six months (25 issues), $45.00; trial sub (15 issues), $38.00.

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VOICES Letters to the editor

Thumbs down

I read with interest the new format for Grand National Championship races as described in the January 30 issue. The article states that the new format is "designed to provide a smoother-running and more entertaining program for the spectators." Bull!

The format used in the past included four heats, two semis and a last chance qualifier as preliminary races to the National main event. Depending on whether a Camel Challenge was run, a spectator saw eight or nine Expert races for the price of his ticket. With the new format, not only will the spectator see two fewer races, but each racer will have less chance to transfer to the main event.

It is no secret that at many races in the last few years the traditional 48-rider field had not been filled. The sport of dirt track racing could be healthier. As a fan who travels thousands of miles each year to follow the sport, I do not feel that giving the paying spectator less for his dollar will be an improvement.

I see the "streamlined" format benefiting only those promoters who are unable to run their programs on schedule and who now won't run as late because there will be fewer races.

Jim Eastlee
Bloomington, MN

AMA officals, not the promoters, run the program under the direction of the referee, but promoters are responsible for track preparation prior to the event. More often than not, programs that don't start on time or suffer lengthy interruptions are the result of ill-prepared tracks or Mother Nature . . . Editor.

Tell them

Thanks for printing Daryl Nuese's information on the National Recreational Trails Act. It was very informative and provided all the information needed to get some letters out to our senators and congressmen. Writing our feelings to our legislators flat works! On a recent job-related issue, I called as many state and local senators and congressmen as I could get on the phone that day. I was surprised to find that not only did I get to talk to them personally, but also many of them made statements like: "I never hear from my people until there is a problem." The legislators aren't mind readers. They don't know how we feel about issues unless we tell them.

Call your courthouse. Find out who your senators and congressmen are. Write one letter and copy it. Then put each of their names on it. You can do the whole process in less than the time it takes to clean your air filter.

Tom Sullivan
Memphis, TN

How right you are, Tom. Sullivan also sent us a copy of the letter he wrote to legislators concerning the National Recreational Trails Act and suggested that we reprint it and that readers copy it, sign it and mail it to their representatives. Any contact is better than no contact at all, but form letters aren't nearly as effective as personally written letters. An aide for then-Senator Pete Wilson, now the governor of California, once told us that a personal letter ranks first in influencing politicians. Postal cards, telegrams and phone calls are next and form letters and multi-signature petitions last. But whichever form of communication you use, communicate! . . . Editor.

If it weren't for bad luck . . .

How about an update on some of the people mentioned in HosPITal STOP items in your In The Wind section, i.e. Bubba Shobert, Steve Eklund, etc.

Here is an update on race track photographer Vic Ebbutt of Seattle who was hit by a runaway bike at Monroe last year. Ebbutt suffered a broken leg, internal injuries, etc. in that incident and when he later went to the hospital to get a lighter cast put on his leg he suffered a heart attack in the hospital's parking lot. He had open heart surgery and as he started recuperating he contracted prostate cancer. He had an operation for that and started working as a photographer again at Monroe in December. He then got hit by an ATV four-wheeler.

He's recuperating at home and says he'll be okay by the season opener in Boise this spring. He'll be the photographer wearing air bags, bumpers and using a telephoto lens!

Doug Phelps
Portland, OR

Bubba Shobert has all but fully recovered from his 1989 accident at the U.S. GP, but he doesn't feel he's up to racing speed; his right hand still causes him some problems. But the three-time Camel Pro Series Champion is enjoying life to the fullest, enjoying the antics of his six-month-old son, Clint. Steve Eklund, the 1979 Grand National Champion, is still in a coma, the result of injuries suffered in the Albuquerque Mile last summer . . . Editor.

The Porterville story

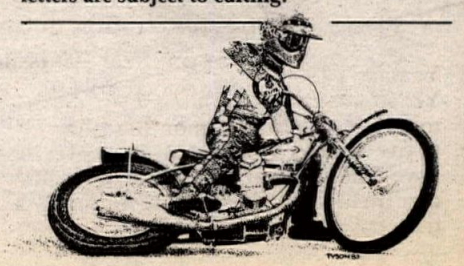
I would like to clarify a few points that appeared in a letter in the Voices section of your January 16 issue. The statements I am concerned about dealt with Porterville Speedway.

Two facilities exist at Porterville Speedway, a dirt oval and an MX facility. The land for both facilities was provided by the City of Porterville. OHV (Green Sticker) funds were used only to improve the MX facility, construct restrooms and improve an existing water system. No land was purchased with OHV funds nor were any OHV funds used to construct the dirt oval track.

The City of Porterville should be contacted for information regarding the operation of the raceway. We are currently working with the City in an attempt to reopen the MX area for casual (day-use) OHV recreation opportunities. We do anticipate that the City will be successful in reopening the park for casual OHV recreation in the near future.

Lee J. Chauvet
Deputy Director
OHV Recreation
Department of Parks and Recreation
Sacramento, CA

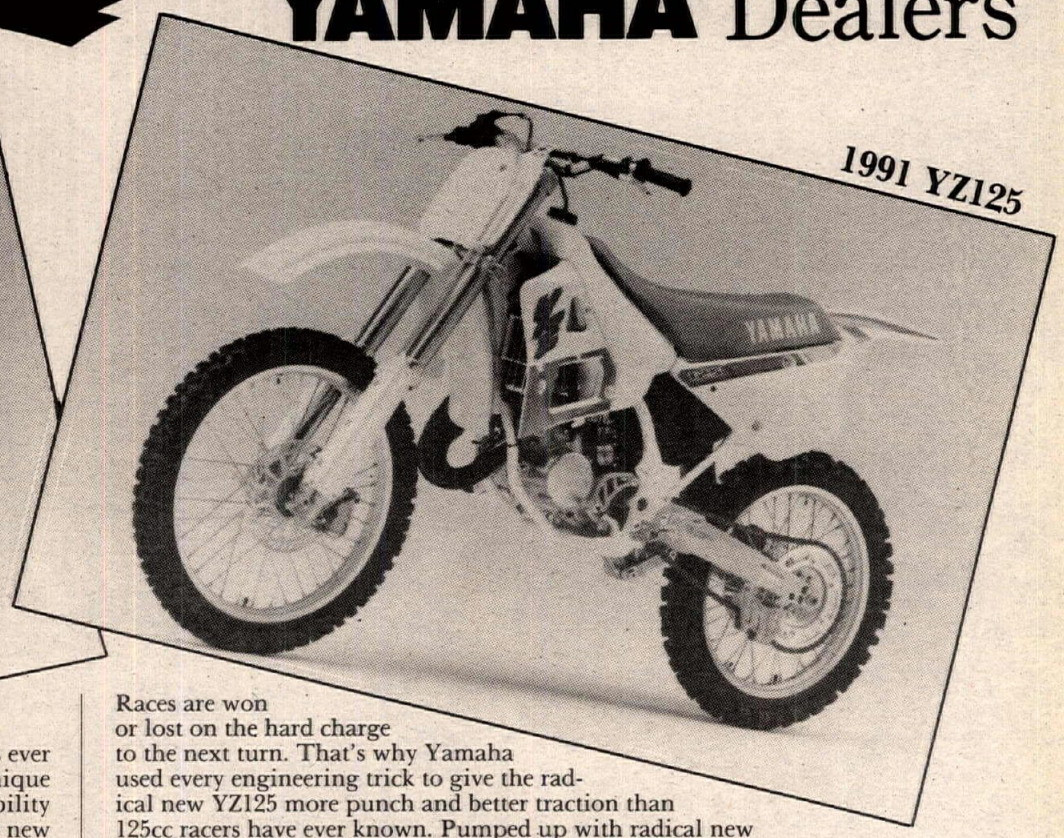
Letters to the editor should be sent to: Voices, *Cycle News*, P.O. Box 498, Long Beach, CA 90801-0498. Published letters do not necessarily reflect the position of Cycle News, Inc. Letters should not exceed 200 words and all letters are subject to editing.



SEE THE 1991 MOTOCROSSERS at these YAMAHA Dealers

1991 YZ80

Yamaha's ever popular YZ80 is unique among mini racers. It has the ability to win races and at the same time win over new riders getting their start in off-road fun. No other bike in the class can claim such broad appeal because nothing else has such a broad, tractable powerband and an easy manageable feel.



1991 YZ125

Races are won or lost on the hard charge to the next turn. That's why Yamaha used every engineering trick to give the radical new YZ125 more punch and better traction than 125cc racers have ever known. Pumped up with radical new porting, a reshaped cylinder head, modified Yamaha Power Valve System and a specially coated piston, the new YZ125 can grab traction and win the drag race to every turn.

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10401 Alondra Blvd.
Bellflower, CA 90706
213-925-5097

Burbank
Burbank Yamaha
1801 W. Burbank Blvd.
Burbank, CA 91506
818-845-8738

El Cajon
El Cajon Yamaha
660 El Cajon Blvd.
El Cajon, CA 92020
619-442-0941

Garden Grove
Orange County Cycle
13666 Harbor Blvd.
Garden Grove, CA 92643
714-530-7340

Lawndale
Del Amo Yamaha
16704 Hawthorne Blvd.
Lawndale, CA 90260
213-370-5651

Lomita
T&O Yamaha Honda
24020 Narbonne Ave.
Lomita, CA 90717
213-534-2311

Ontario
Montclair Yamaha
11195-1 Central Ave.
Ontario, CA 91762
714-628-4748

Riverside
Malcolm Smith Motorcycles
7563 Indiana Ave.
Riverside, CA 92504
714-687-1300

San Diego
Kearny Mesa Yamaha
8063 Balboa Ave.
San Diego, CA 92111
619-292-5454

Thousand Oaks
Thousand Oaks Yam/Kaw
2388 E. Thousand Oaks Blvd.
Thousand Oaks, CA 91360
805-497-3765

COLORADO

Lakewood
Cycles West, Inc.
8000 W. Colfax Ave.
Lakewood, CO 80215
303-239-8100

DELAWARE

Bear
Honda East Yamaha
620 Pulaski Hwy - Rte. 40
Bear, DE 19720
302-322-4120

FLORIDA

Miami
Yamaha Gold Coast BMW
2240 N.W. 119th St.
Miami, FL 33167
305-685-8333

ILLINOIS

Downers Grove
Downers Grove Yam Suz - DGY Racing
330 Ogden Ave.
Downers Grove, IL 60515
708-971-2602

MASSACHUSETTS

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Cycles 128
107 Brimbal Ave., Exit 19
Beverly, MA 01915
508-927-3400

MISSOURI

Washington
J&W Cycles, Inc.
Hwy. 47 South
Washington, MO 63090
800-748-8098

W. Quincy
TNT Action Sports
Hwy. 24
W. Quincy, MO 63471
314-393-2226

NEW JERSEY

Lodi
Bergen Yamaha
30 Route 46 East
Lodi, NJ 07644
201-641-0100

NEW YORK

Hicksville
Long Island Kawasaki Yamaha
67 N. Broadway, Rte. 107
Hicksville, NY 11801
516-935-6969

NORTH CAROLINA

Lumberton
Yamaha of Lumberton
1031 W. 5th St.
Lumberton, NC 28358
919-738-1454

Shelby
Kawasaki Yamaha of Shelby
1715 E. Dixon Blvd.
Shelby, NC 28150
704-482-5946

Statesville
Honda Yamaha of Statesville "Ace Racing Team"
1809 W. Front St.
Statesville, NC 28677
704-872-1658

NORTH DAKOTA

Fargo
University Motors
1920 12th Ave. N.
Fargo, ND 58102
701-235-6478

PENNSYLVANIA

Allison Park
Gibsonia Cycle Center
4684 Route 8
Allison Park, PA 15101
412-487-2803

Lancaster
B&B Sales & Service
791 Flory Mill Rd.
Lancaster, PA 17601
717-569-5764

SOUTH CAROLINA

Florence
Yamaha Kawasaki of Florence
1735 S. Irby St.
Florence, SC 29501
803-665-8586

TEXAS

Conroe
Cycle Shack North, Inc.
830 S. Frazier
Conroe, TX 77301
409-756-9711

WASHINGTON

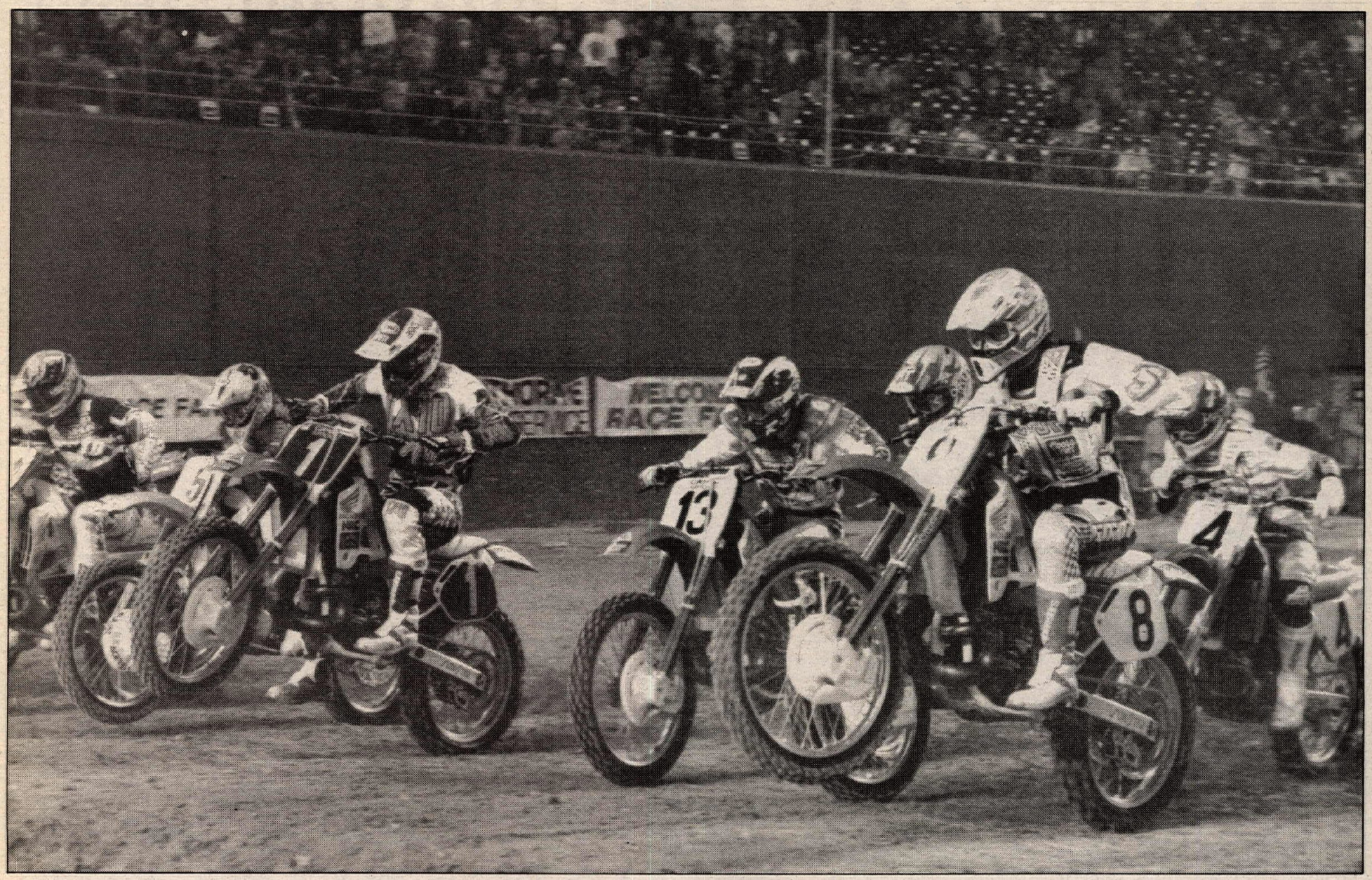
Kirkland
Eastside Motor Sports
11414 120th Ave., N.E.
Kirkland, WA 98033
206-821-8755

1991 YZ250

Yamaha's 1990 YZ250 was fast enough to take factory star Damon Bradshaw to five Supercross victories. Now everyone can have that race-winning advantage with a 1991 YZ250 that includes all of the same technical advantages of Bradshaw's trick factory hardware.

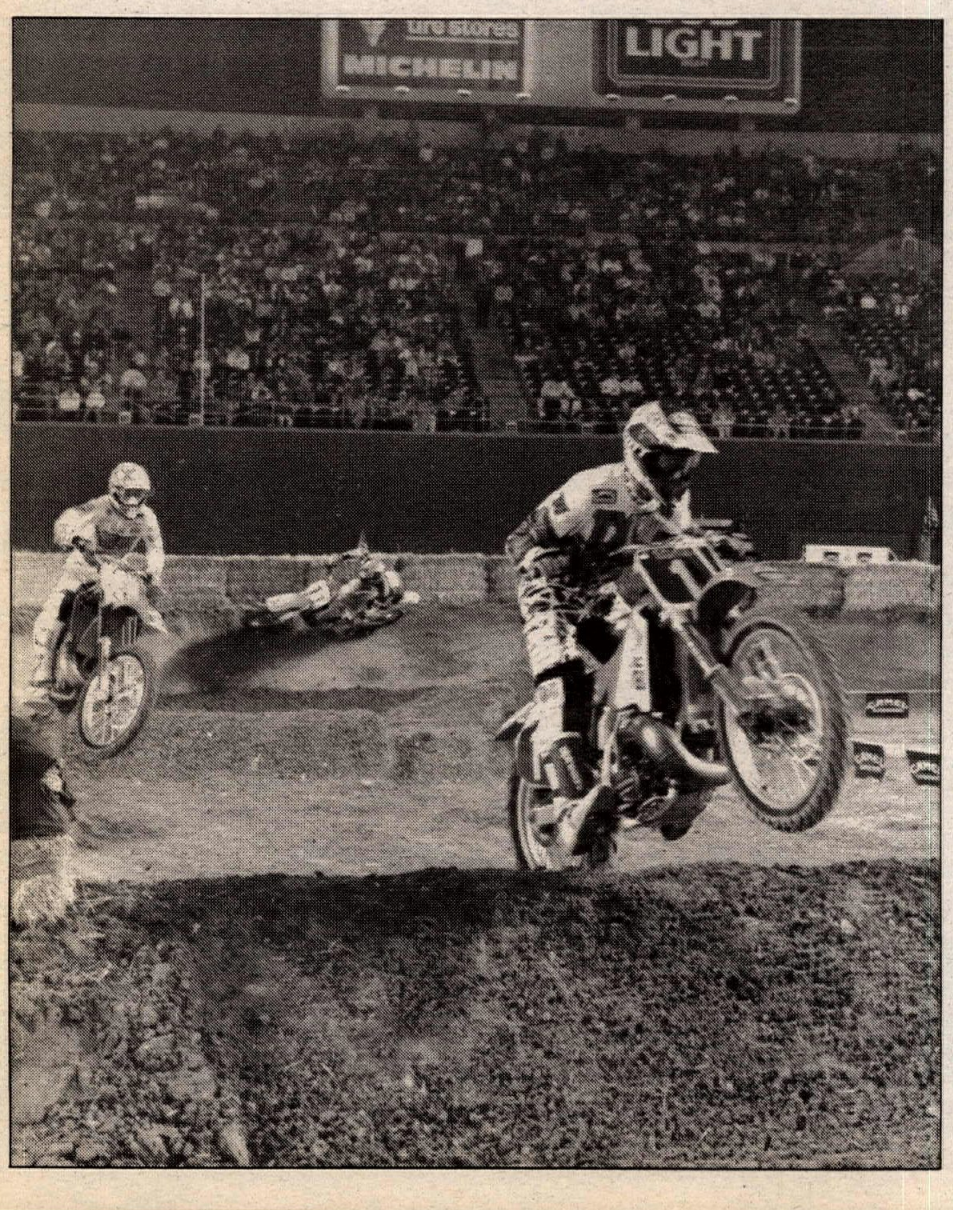
YAMAHA
Go your own way.™

SUPERCROSS AMA Camel Supercross Series: Round 5



Jean-Michel Bayle (8) shot off the line ahead of Mike Kiedrowski (4), Rick Johnson (13), Jeff Stanton (1) and Guy Cooper (5) at the start of the main event.

Stanton (1) grabbed the lead exiting the first corner and stayed out front for 14 laps. Jeff Ward (3) and Damon Bradshaw (11) chased Stanton early in the race.



Bayle busts out in San Diego

By Nate Rauba
Photos by Ken Faught

SAN DIEGO, CA, FEB. 9

Frenchman Jean-Michel Bayle capitalized on his competition's mistakes to win the Coors Light Challenge before 32,862 in Jack Murphy Stadium.

The mistake that propelled Bayle to the winner's circle, where the 21-year-old from Manosque, France, collected $5000 of the $45,000 purse, came from defending Camel Supercross Champion Jeff Stanton. After leading from the start, a small miscue sent Stanton into a hay bale at the beginning of lap 14 of the 20-lap race. Bayle went by and rode unchallenged to the checkered flag to pick up his second consecutive supercross victory, his third of the young season, and extend a nine-year Honda winning streak in San Diego.

"I am very happy to win here because it was a very hard track," said Bayle, who also won his heat race.

Stanton, however, won the first heat with a faster time, thus preventing Bayle from collecting an extra $2000 in the Coors Silver Bullet Showdown, where the rider who wins his heat with the fastest time and also wins the main event collects a $1000 prize. The Showdown money rolls over to the next event if the main event winner doesn't have the fast heat time.

Stanton only lost one position as the result of his fall and he finished second, about six seconds behind Bayle. Stanton also fell further behind Bayle in the point standings and trails 113-106.

"You can't make those mistakes and still win," said Stanton.

Kawasaki's Jeff Matiasevich completed the top three after a spirited battle with teammate Mike Kiedrowski, who finished fourth. KTM's Mike Fisher, from nearby Santee, completed the top five for the second week in a row to equal his and KTM's best-ever supercross finish.

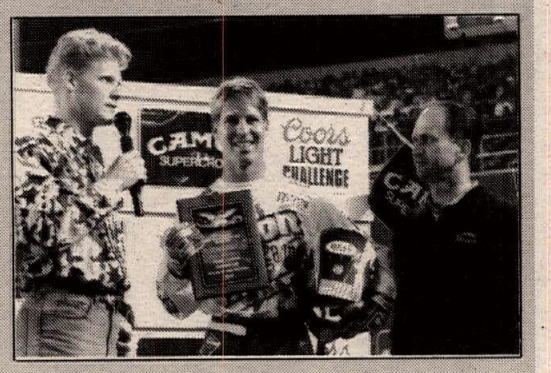
There was no storybook finish for another local rider, Rick Johnson, who hoped to have a good ride in his final appearance in front of his hometown fans before he retires at the end of the year. After a special pre-race tribute, Johnson finished fourth for the final transfer out of heat two. He then started seventh in the main event and ended up eighth, his best finish of the season which also bumped him up two places in the point standings to 10th.

"I'm not working with the bike, I'm fighting it everywhere," said Johnson, who still struggles to find the form that gave him three career wins in San Diego. "I should've never let Fisher and Larry Ward pass me."

Johnson wasn't the only one struggling in San Diego.

Former 125cc National champ Ron Lechien was competing in his second Camel Supercross event since breaking his leg near the end of the 1989 season.

San Diego says goodbye to Johnson



Rick Johnson is slowly losing one of his best friends, but over 32,000 of his hometown fans helped make saying goodbye a little easier in Jack Murphy Stadium.

The two-time Supercross Champion and the winningest rider in supercross history announced at the beginning of the season that this would be his final year, and the promoters of the San Diego Supercross — the Mickey Thompson Entertainment Group — arranged a special pre-race tribute for the 26-year-old rider who was born and raised in nearby El Cajon.

"I'm saying goodbye to something that's been my life, my best friend," Johnson said. "This friend of mine is dying, and it's hard to let go. But I know it's the best thing for me to do."

Johnson was presented with a special plaque from MTEG president Bill Marcel commemorating Johnson's achievements, which include three supercross wins at the San Diego facility. Johnson also received a letter of recognition from another San Diego native, California Governor Pete Wilson. The letter was read over the stadium's public address system, and was followed by a few words from a third San Diegan, multi-time National MX Champion Broc Glover.

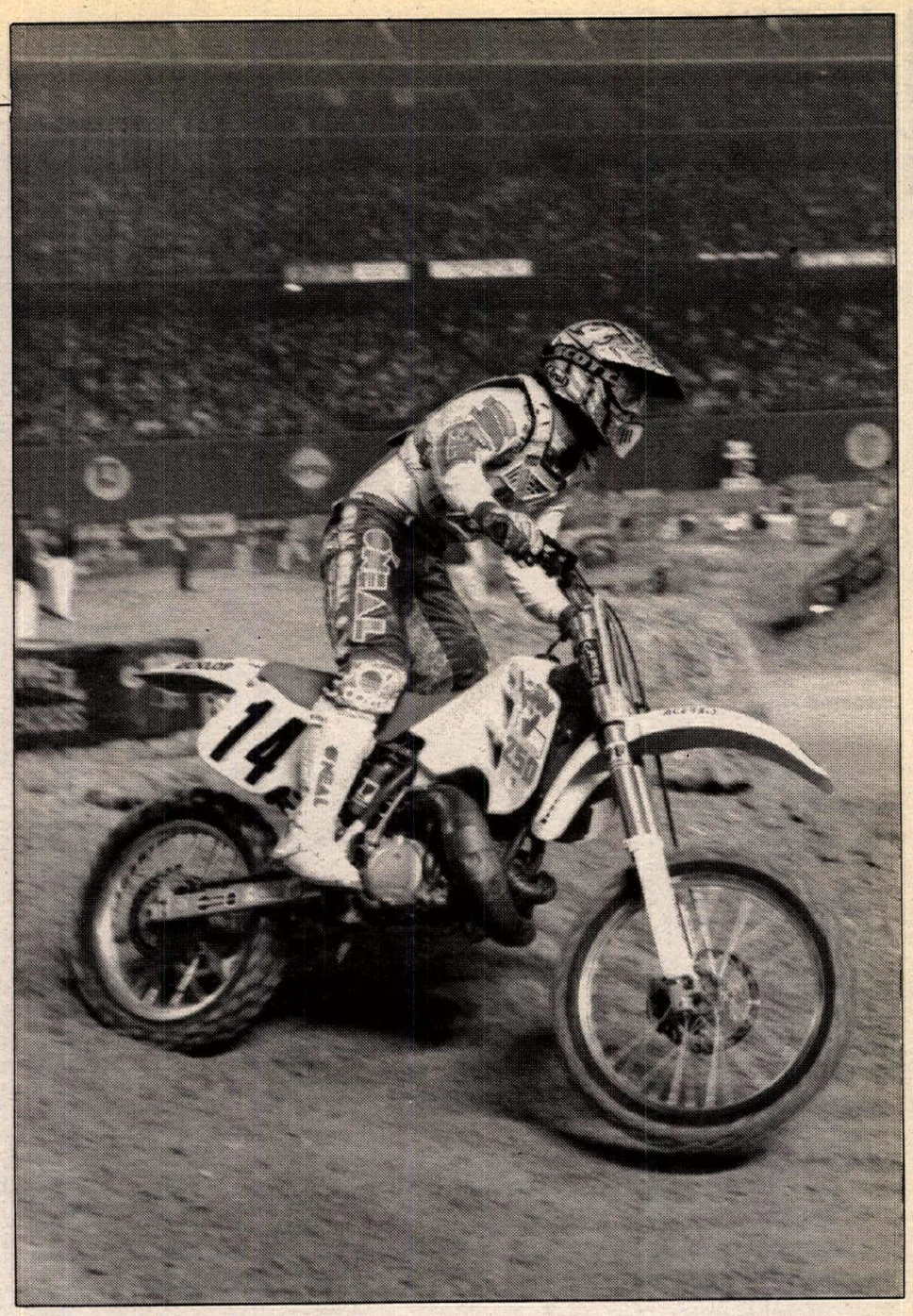
"I had a speech planned, but I'm at a loss for words," Johnson told the crowd.

Riding with a helmet painted like the football helmets worn by the hometown San Diego Chargers of the National Football League, Johnson finished eighth in the main event. He said later that the tribute added a bit of pressure.

"I know there's no next year, this is the last time to race a motorcycle in San Diego," he said.

Johnson has struggled to overcome the serious wrist injury he suffered in 1989 at the peak of his career. Just prior to the injury Johnson had won the first five supercross events of the season and had broken Bob Hannah's supercross win record in the process.

The newlywed Johnson may be back to race in the stadiums next year, only behind the wheel of an off-road truck. No firm plans have been made, Johnson says, but he would like to compete in off-road racing trucks before an eventual move to car racing.



Mike Fisher continues to improve on the factory KTM as he passed several riders on his way to his second consecutive fifth-place finish.

Lechien, who is allowed to compete on a work furlough program while serving time for a DUI conviction, ran as high as fourth in the first heat before he fell in a long whoop section. Lechien held a transfer position in the second semi before he fell in the same place, then Ty Davis edged him out of the final transfer position in the Last Chance Qualifier.

Kawasaki's Jeff Ward's struggle started when he crashed in the second heat, went off the track while leading the second semi, then finally qualified for the main event by walking away with the Last Chance Qualifier. All the extra track time appeared to be an advantage to Ward as he pulled in behind Stanton at the start of the main.

Ward stayed within striking distance for six laps before another crash knocked him back to 13th.

"I just couldn't stay on the track with my wrists," Ward said referring to the sprains he suffered two weeks ago in Houston. "I was thinking too much and taking it easy. My hands kept coming off the bars."

Ward regained two positions to finish 11th.

When Ward crashed, Yamaha's Damon Bradshaw took up the chase of Stanton. Bradshaw, who qualified for the main by winning the first semi after stalling twice in his heat, had been on Ward's tail up until the crash, and their battle allowed Stanton to gain a slight advantage. Bradshaw, however, is struggling through a slump of his own and began dropping off the pace to a sixth place finish. He's still third in the standings, 21 points behind Bayle.

"I didn't feel good, I guess; I'd rather not talk about it," was all Bradshaw would say.

That left the door open for Bayle, who Bradshaw had displaced on the first lap. When Bayle assumed second on lap eight, he was nearly five seconds behind Stanton. The Frenchman spent the next several laps slowly closing the gap to the leader. When Stanton ran off the track in a tight, banked turn just after the finish line, Bayle had closed to within two seconds.

"There was a rut, I hit it too fast and high-sided over the hay bales," said Stanton.

"I was riding as fast as I could, with no risk," said Bayle. "I came back a little on Stanton and put a little pressure on him and he made a mistake."

Once out front, Bayle rode the remaining six laps mistake-free with Stanton following several seconds behind.

Near the halfway point Matiasevich had a battle with Kiedrowski that saw the two riders bump several times. Matiasevich finally stuffed his teammate and moved into third in Bradshaw's demise. He was never a threat to Stanton.

"It's time to start moving people out of the way and ride like I did last year," said Matiasevich. "I'm being too generous to everyone out there. I tried everywhere to get around Kiedrowski, and knew I could get him. He didn't shut off and I didn't shut off and we collided."

"He took my front end out," said Kiedrowski. "I made a couple of mistakes after that, but started going a bit faster near the end."

Kiedrowski was gaining on Matiasevich late in the race, but the checkered flag cut his charge short. Fisher, who began the main in 10th, had charged up and wasn't too far behind Kiedrowski at the finish.

"I always had my sights set on Kiedrowski, but when he passed Bradshaw, he got away," said Fisher. "I couldn't pass Bradshaw right away. I just hammered as hard as I could."

Larry Ward passed Johson for seventh on lap 14 and held his position to the finish. Johnson dropped back, but was under no pressure from Ryan Hughes at the finish line.

"Riding the 250 is easier, but the competition is much tougher," said 17-year-old Hughes, who normally competes in the 125cc Eastern Regional Supercross Series and was riding his first-ever 250cc supercross event. "It (riding the 250) will be an advantage for the 125cc series because I'm picking up experience from the best riders."

Following Hughes at the finish was last year's 125cc Eastern Regional Supercross champ Denny Stephenson, Jeff Ward, and a number of privateers headed by Team Green Kawasaki/Pro Circuit/Shoei-backed Larry Brooks of El Cajon in 12th. Brooks ran second for several laps in the first heat before dropping back to finish fourth, the last transfer position in the heat.

Suzuki's Guy Cooper finished 18th after he crashed on the second lap when he shifted into neutral entering a long whoop section and injured his shoulder slightly. Yamaha's Doug Dubach started the race with a knee injury suffered in a heat race crash and pulled out after a lap in order to gain one point for finishing last. Dubach dropped from seventh to ninth in the point standings.

Tuf Racing's Ron Tichenor missed the event due to a hand injury suffered while practicing earlier in the week and dropped from ninth to 11th in the standings.

125cc Main

Team Peak/Splitfire/Pro Circuit Honda teammates Jeremy McGrath and Steve Lamson continued their domination in the 125cc class, finishing 1-2 for the third straight time in the 125cc Western Regional main event. It wasn't easy for either rider.

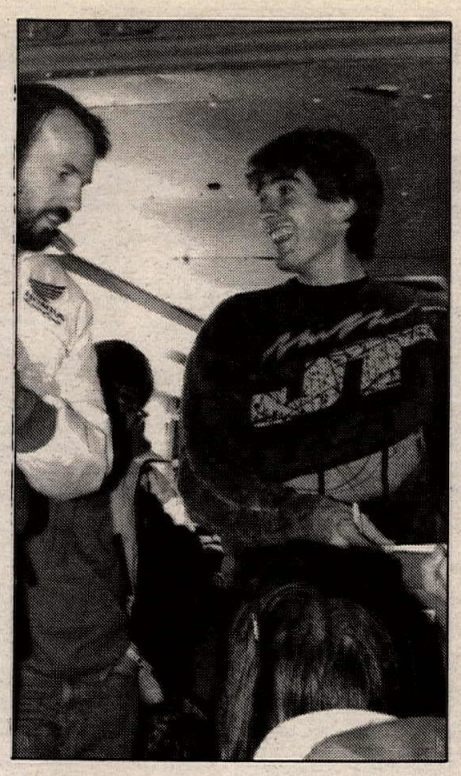
Bradshaw (right) had a long talk with mechanic Brian Lunniss after he finished sixth in the main.

McGrath started in the middle of the pack, but by lap four of the 15-lap race he moved into a five-way battle for the lead. Michael Craig led that battle over Lamson, Jeff Emig, Jimmy Button and McGrath. Button, who briefly led at the start, had mechanical problems on lap five and fell one lap behind.

Lamson pressured Craig until he found an opening on the ninth lap, and McGrath charged through as well.

SUPERCROSS AMA Camel Supercross Series: Round 5

Michael Craig (88) and Steve Lamson (29) took turns leading the 125cc Western Regional main event, but Jeremy McGrath (125) passed them both to claim the win.



Bayle and his mechanic Cliff White were all smiles after winning their third event of the season.

McGrath's win was his third straight in the 125cc Western Regional Series.

A lap later McGrath had taken the lead from his teammate and he cruised to the victory, his third straight.

"I was nervous at the start," said McGrath. "But I just kept going, I knew I had better lines."

Lamson, who crashed in practice and injured his wrist, barely hung on to finish second just in front of Craig. Emig trailed in fourth, well ahead of Phil Lawrence.

"I felt decent at first," said Lamson, "but in the second half of the race I could hardly hold on." CN

Results

250 HEAT 1: 1. Jeff Stanton (Hon); 2. Guy Cooper (Suz); 3. Mike Fisher (KTM); 4. Larry Brooks (Kaw); 5. Larry Ward (Suz); 6. Denny Stephenson (Suz); 7. Damon Bradshaw (Yam); 8. Jason Upshaw (Suz); 9. Grayson Goodman (Suz); 10. Mike Jones (Suz); 11. Mike Chamberlain (Yam); 12. Takayuki Miyauchi (Hon); 13. Ty Davis (Hon); 14. Andy Grider (Kaw); 15. Tracy Bachman (Hon); 16. Chrris Young (Suz); 17. Allan Dyck (Yam); 18. Doug Dubach (Yam); 19. Keith Johnson (KTM); 20. Danny Anderson (Kaw).
TIME: 8 min., 29.58 sec.

250 HEAT 2: 1. Jean-Michel Bayle (Hon); 2. Jeff Matiasevich (Kaw); 3. Mike Kiedrowski (Kaw); 4. Rick Johnson (Hon); 5. Ryan Hughes (Kaw); 6. Dean Matson (Suz); 7. Jeff Ward (Kaw); 8. Erik Kehoe (Hon); 9. Keith Bowen (Suz); 10. Todd DeHoop (Suz); 11. Ray Sommo (Suz); 12. Fred Andrews (Suz); 13. Kerry Mulligan (Suz); 14. Monti Michele (Hon); 15. Scott Steffy (Suz); 16. Ron Lechien (Kaw); 17. Shigeki Hanada (Kaw); 18. Eddie Hicks (Suz); 19. Rodney Smith (Suz); 20. Shawn Wynne (Suz).
TIME: 8:30.09

250 SEMI 1: 1. Damon Bradshaw; 2. Larry Ward; 3. Denny Stephenson; 4. Doug Dubach; 5. Mike Jones; 6. Ty Davis; 7. Jason Upshaw; 8. Keith Johnson; 9. Mike Chamberlain; 10. Takayuki Miyauchi; 11. Andy Grider; 12. Tracy Bachman; 13. Alan Dyck; 14. Grayson Goodman; 15. Danny Anderson; 16. Chris Young.
TIME: 6:27.54

250 SEMI 2: 1. Erik Kehoe; 2. Kerry Mulligan; 3. Ryan Hughes; 4. Todd DeHoop; 5. Keith Bowen; 6. Jeff Ward; 7. Ray Sommo; 8. Monti Michele; 9. Shawn Wynne; 10. Ron Lechien; 11. Rodney Smith; 12. Eddie Hicks; 13. Scott Steffy; 14. Dean Matson; 15. Fred Andrews; 16. Shigeki Hanada.
TIME: 6:42.66

250 LCQ: 1. Jeff Ward; 2. Ty Davis; 3. Ron Lechien; 4. Fred Andrews; 5. Keith Johnson; 6. Chris Young; 7. Mike Chamberlain; 8. Monti Michele; 9. Takayuki Miyauchi; 10. Grayson Goodman; 12. Rodney Smith; 13. Tracy Bachman; 14. Alan Dyck; 15. Shawn Wynne; 16. Eddie Hicks; 17. Ray Sommo; 18. Scott Steffy; 19. Jason Upshaw; 20. Dean Matson; 21. Danny Anderson; 22. Shigeki Hanada.
TIME: 6:35.34

250 MAIN: 1. Jean-Michel Bayle (Hon); 2. Jeff Stanton (Hon); 3. Jeff Matiasevich (Kaw); 4. Mike Kiedrowski (Kaw); 5. Mike Fisher (KTM); 6. Damon Bradshaw (Yam); 7. Larry Ward (Suz); 8. Rick Johnson (Hon); 9. Ryan Hughes (Kaw); 10. Denny Stephenson (Suz); 11. Jeff Ward (Kaw); 12. Larry Brooks (Kaw); 13. Erik Kehoe (Hon); 14. Mike Jones (Suz); 15. Keith Bowen (Suz); 16. Ty Davis (Hon); 17. Todd DeHoop (Suz); 18. Guy Cooper (Suz); 19. Kerry Mulligan (Suz); 20. Doug Dubach (Yam).

250 CAMEL SUPERCROSS SERIES POINT STANDINGS: 1. Jean-Michel Bayle (113); 2. Jeff Stanton (106); 3. Damon Bradshaw (92); 4. Jeff Matiasevich (84); 5. Mike Kiedrowski (81); 6. Larry Ward (72); 7. Jeff Ward (56); 8. Mike Fisher (55); 9. Doug Dubach (52); 10. Rick Johnson (47); 11. Ron Tichenor (40); 12. Guy Cooper (39); 13. Denny Stephenson (35); 14. Mike LaRocco (33); 15. Mike Jones (30); 16. Keith Bowen (27); 17. Ray Sommo (20); 18. Keith Johnson (14); 19. (TIE) Todd DeHoop/Ryan Hughes (12).

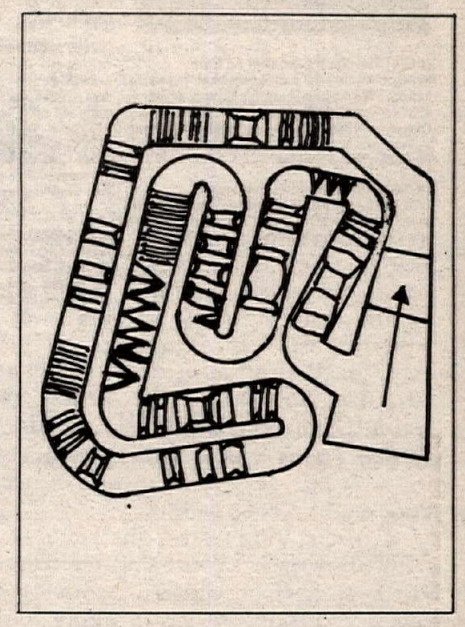
125 HEAT 1: 1. Jeremy McGrath (Hon); 2. Jeff Emig (Yam); 3. Michael Craig (Kaw); 4. Tyson Vohland (Kaw); 5. Kyle Lewis (Yam); 6. Chad Pederson (Yam); 7. Chris Young (Suz); 8. Tommy Clowers (Kaw); 9. Travis Clowers (Kaw); 10. Darrel Martens (Kaw); 11. David Castillo (Suz); 12. Michael Bell (Suz); 13. Danny Paladino (Yam); 14. Shaun Secrest (Kaw); 15. Vince Warren (Hon); 16. Richard Saxton (Suz); 17. Ray Hensley (Suz); 18. Donald Plantanida (Suz); 19. Aaron Shardelman (Kaw); 20. Josh Kuchta (Hon).
TIME: 6:35.75

125 HEAT 2: 1. Steve Lamson (Hon); 2. Phil Lawrence (Kaw); 3. Jimmy Gaddis (Suz); 4. Lance Smail (Suz); 5. Jimmy Button (Yam); 6. Ray Crumb (Kaw); 7. Brett Devries (Suz); 8. Jason Krempin (Hon); 9. Mike Young (Suz); 10. Bryan Emig (Yam); 11. Dennis Parker (Suz); 12. Jason Norton (Suz); 13. Chris Bense (Kaw); 14. Darrin Hoeft (Suz); 15. Anthony Amaradio (Yam); 16. Shane Trittler (Suz); 17. Craig Canoy (Suz); 18. Allan Dyck (Yam); 19. Mikel Larson (Hon); 20. Dana Wiggins (Yam).
TIME: 6:43.39

125 LCQ: 1. Craig Canoy; 2. Shane Trittler; 3. Martens (Kaw); 4. Danny Paladino (Yam); 5. Mike Bell (Suz); 6. Chris Bense (Kaw); 7. David Castillo (Suz); 8. Vince Warren (Hon); 9. Aaron Shardelman (Kaw); 10. Shaun Secrest (Kaw); 11. Anthony Amaradio (Yam); 12. Dennis Parker (Suz); 13. Donald Plantanida (Suz); 14. Bryan Emig (Yam); 15. Darren Hoeft (Suz); 16. Ray Hensley (Suz); 17. Jason Norton (Suz); 18. Richard Saxton (Suz); 19. Allen Dyck (Yam); 20. Mikel Larson (Hon); 21. Josh Kuchta (Hon); 22. Danna Wiggins (Yam).
TIME: 4:43.65

125 MAIN: 1. Jeremy McGrath (Hon); 2. Steve Lamson (Hon); 3. Michael Craig (Kaw); 4. Jeff Emig (Yam); 5. Phil Lawrence (Kaw); 6. Chad Pederson (Yam); 7. Lance Smail (Suz); 8. Tyson Vohland (Kaw); 9. Jimmy Gaddis (Suz); 10. Tommy CLowers (Kaw); 11. Ray Crumb (Kaw); 12. Jason Drempin (Hon); 13. Craig Canoy (Suz); 14. Darrel Martens (Kaw); 15. Travis Hodges (Hon); 16. Chris Young (Suz); 17. Danny Paladino (Yam); 18. Jimmy Button (Yam); 19. Mike Young (Suz); 20. Brett Devries (Suz); 21. Kyle Lewis (Yam); 22. Shane Trittler (Suz).
TIME: 16:31.03

125 SUPERCROSS WESTERN REGIONAL POINT STANDINGS: 1. Jeremy McGrath (97); 2. Steve Lamson (80); 3. Tyson Vohland (65); 4. Michael Craig (58); 5. Jimmy Gaddis (50); 6. Phil Lawrence (47); 7. Ray Crumb (39); 8. Jeff Emig (39); 9. Lance Smail (32); 10. Kyle Lewis (31); 11. Chad Pederson (28); 12. Craig Canoy (25); 13. Tommy Clowers (21); 14. Jason Krempin (15); 15. Brett Devries (14); 16. Chris Young (14); 17. Dana Wiggins (12); 18. Darrin Hoeft (12); 19. Mike Young (11); 20. Travis Hodges (9).



Can anyone beat Bayle or Stanton?

After five rounds of the 18-round Camel Supercross Series, the series is shaping up to be a battle between defending champ Jeff Stanton and Jean-Michel Bayle. Together the Honda teammates have dominated the series, winning each round.

Bayle, who many have picked to displace Stanton for the title this year, leads the battle with three wins to Stanton's two.

Why have these two gotten off to such a good start? Both believe it's their Hondas and desire to win.

"We're two good riders on two good bikes," says Bayle. "We have different techniques but they work well with the bike."

"I don't know if they (the competition) aren't working as hard or if our bikes are that much better," says Stanton. "Our bikes are good, we've worked hard on them. Plus Bayle wants to win his first title and I want to win another."

Even Yamaha's Damon Bradshaw, one of the few riders to run at the front with Stanton and Bayle, agrees.

"Those guys want to win," he says. "I feel as strong, it's just a matter of being there at the right time. Bayle is riding strong, but everybody can be beat."

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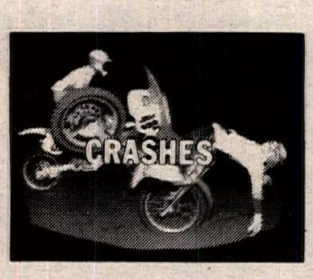

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(#153) 1990 Mt. Morris MX Nationals
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Parker takes the title with style in the final round of the series with a thrilling win over Carr and Jones. From Despain Video

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A review of the 1988 FIM World Road Racing 500cc Championships — All 15 races from Japan to Brazil in 60 minutes. Eddie Lawson wins Number One, but Wayne Gardner, Kevin Schwantz and Magee, Wayne Rainey and Randy Mamola made it hard to do. From Motovideo.

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Rainey shows 'em his back in Japan; Schwantz recovers to finish third after crashing behind Gardner. Lawson starts season with crash. By Motovideo.

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Rainey races clear of crash-fest at Laguna. Tremendous battle with Schwantz until turn 11 seals his fate. Excellent 250cc class action with Kocinski, Roth & Zeelenburg. By Motovideo.

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Gardner ends drought with win at Jerez in front of 170,000 people. Kocinski wins "best race I ever had" by a whisker over Cadalora. By Motovideo.

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Team Yamaha Marlboro Roberts dominates the day as Americans Rainey and Kocinski win at Misano. By Motovideo.

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(#87A) 1990 Dutch RR Grand Prix
Schwantz tames Rainey for the Texan's 3rd GP win of the season at the 60th Annual Dutch TT at Assen. Lawson & Gardner return to action. Thrilling 250cc action between Kocinski, Cardus, and Cadalora. By Motovideo.

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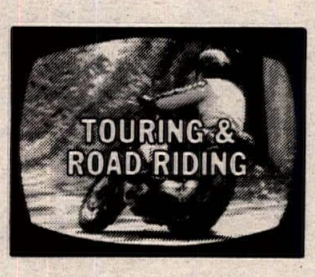

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The 49th annual Black Hills Classic including dirt track, hillclimbs, drag racing and, of course, bikes & bikers, including Willie G. Davidson and a classic Malcolm Forbes. 57 minutes from Progressive Design.

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The foremost Cycling Event in the World! Ten days of fun in the sun at the fabulous Daytona Beach, FL. See the bikes, races, personalities and much more. Lots of Main Street action. From Progressive Design.

(#107) Racing America Volume One
A video almanac of motorcycle racing and touring from across the United States. Includes footage of various competitive and non-competitive events from Daytona, Sturgis, Widowmaker, and more. From Progressive Design.

(#117) "Sturgis 1990" 50th Anniversary
The 50th Anniversary Black Hills Motor Classic drew over 300,000 people from all 50 states & 38 foreign countries. this is the "Official Video" of the Rally and covers it well. 75 minutes produced by Pocatello Media group, form Progressive Design.

(#118) 50 Years of Sturgis
When Sturgis was started back in 1938, no one ever dreamed if would grow into the greatest cycling event ever. Now over fifty years later, Sturgis is the Woodstock of cycling. 75 minutes by Panacom, from Progressive Design

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1961 Isle of Man TT race features Mike Hailwood on the 250 Honda and the Manx Norton, and again in the 1963 Senior 500cc TT. Shows how the sport progressed in just two years. 52 minutes by Halmar.

(#43) TT Tribute
Featuring Mike the Bike Hailwood on the ill-handling 500 Honda-4 dicing with Giacomo Agostini on the MV in the 1967 Isle of Man TT — Classic racing at its best. 69 minutes from Motovideo.

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This 45-minute video takes you back 33 years, to scences of the old 14-mile Nurburgring circuit, with Geoff Duke's fabulous 4-cylinder Gilera battling the mighty BMW of Walter Zeller; also footage of the frigtening Northern Ireland Ulster GP course. From Halmar Video

(#116) Racing into History
Four famous British circuits & legendary heroes;John Surtees on the MV at Brooklands in '58, challenged in '59 at Silverstone by a 19-year old Hailwood; 17 brands of bikes race at Oulton, and the '58 Isle of Man TT. 55 minutes from Halmar Video

(#124) The Awesome Factor
This documentary captures the essence of professional Harley-Davidson drag racing through the AMRA Series. See the people who live & breathe racing, and the machines that take them to the edge. 60 minutes produced by Panacom, from Progressive Design.

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MOTOCROSS Florida Winter AMA Motocross Series: Final round

John Dowd (35) led Doug Henry (31) in the 125cc Pro class. Dowd finished second overall, earning the series class title.

Buddy Little (far right) held the microphone as Jerry West presented the Freddie Ephrem Cup to series winner Dowd (far left) and Barry Carsten.

Dowd, Carsten wrap up titles at Gatorback

By Mike and Anne Adair

GAINESVILLE, FL, FEB 2-3

John Dowd and Barry Carsten wrapped up their respective Pro series championships in the final round of the Florida Winter AMA Motocross Series at Gatorback Cycle Park.

Dowd, who had not previously won an overall, swept both 250cc Pro motos to end the series convincingly. The Parkway Cycle/Pro Circuit/Scott/Answer/Dunlop/Boyeson/Artco backed-rider said: "I should have played it safe and ridden conservatively, but Honda offered $3000 for first overall and I thought that someone should win it."

Dowd's paycheck, including a double WorldSports' purse at the finale, totalled $7000.

Montgomerville Cycle/Malcomb Smith/DG/Arai/Pro Spec/Scott/Custom TX-supported Barry Carsten, who won his first 125cc Series Championship, said: "I have come close several times and even led going into the final event last year, but I never quite kept it together. I needed this title for myself and Suzuki. I rode enough to beat Anthony Paggio, but didn't push for the overall."

Mike Brown swept both 125cc motos, and ended the series third behind Carsten and Paggio.

Five hundred and twenty riders contested the final event in the 21st year of the AMA-sanctioned, WorldSports-promoted series. WorldSports's Jerry West presented the Freddie Ephrem Memorial Trophy to Dowd and Carsten.

"Our manufacturers, Honda, Suzuki, Kawasaki and Yamaha have all supported this series with an increased contingency program," West said. "Together with purse and trophies the grand total is over $500,000. We appreciate their support and your support as riders and families in making this series a success."

At the awards program, series winners collected giant trophies and merchandise from the sponsors, Scott USA, Barrs Competition, Dunlop, Power-Mist, TX-10, PJ-1, Wiseco, Boyeson, Vitalwear, Gear Racewear, Renthal, Chariot Trailers and Kal-Gard.

In the first 125cc Pro moto, championship runner-up Anthony Paggio roosted out of turn one ahead of Brown, Timmy Ferry, Doug Henry and Ezra Lusk. Dowd, Carsten and Carl Vaillancourt fought through traffic on their way to the front.

"I saw Paggio out in the lead and it scared me." Carsten said later. "I was desperate to cut down the riders between us."

Brown's Honda blasted by Paggio and took the lead for the eventual win. Doug Henry and Brian Swink moved into the two and three positions and it looked like Swink would challenge for the moto win. But on lap six Swink pushed his bike off the track. He explained later: "It seized. This is my practice bike and it doesn't get the attention that my supercross bike gets."

Dowd moved into third when Henry slowed due to badly pumped-up arms.

"Doug (Henry) was riding really well," Dowd said. "I tried everything to pass him and finally just got lucky. Brown was too far ahead, his bike is totally Pro Circuit and he rides it fast."

After the moto Brown said: "I was alarmed on the last laps, as four lappers tried to race with me and I was afraid that I would go down."

Moto two saw Brown fighting Paggio for the early lead and then running away to take the win. Smooth-riding Ezra Lusk moved his Suzuki into second on lap two, but Dowd was on the gas and pased Lusk to lock up second a lap later.

Jim Cycle Sales/Smith/Shoei/Pro Circuit/Dunlop/Answer/Works Connection-supported Brown said: "It was about time that I did something in the series. The first three races were a disaster for me."

Carsten match-raced with Anthony Paggio and earned fourth overall to validate his championship. "Mike (Brown) was fast today," Carsten said. He got away clean in both motos."

In 250cc Pro action, Vince DeVane rocketed off the gate with Dowd, Vaillancourt, Brian McElroy, Kenny Kizzar and Justin Jackson in range. Dowd's Brian Berry-prepped Honda picked off DeVane in the pit, fought off a DeVane counterattack on the double and went on to lead every lap of the moto.

"I didn't practice this week and did not feel comfortable out there," DeVane said. "After Dowd passed me I kept an eye out behind me. Ross Pederson was moving up fast."

Third place went to multi-time Canadian Champion Pederson. "It has taken me a month to get in shape," Pederson said. "I would really like to start this series next week."

After holding down third place early in the race, McElroy was stranded in the pits, the victim of a failed master link.

Moto two was a carbon copy of the first with DeVane getting the holeshot and Dowd in pursuit, but DeVane led for six laps before the New England rider made his vocal fans happy with the lead and eventual win.

"I got a second good start in a row and said, 'Whoa, this can't be me,' " Dowd said. "My Honda worked great. It is stock except for a pipe and Rad valve."

McElroy, Pederson and Vaillancourt had a regal battle for third, before McElroy DNF again. Pederson guarded third while Earl May moved in to finish fourth ahead of Michael Treadwell.

Ezra Lusk passed Paggio on the double and then led every lap of 125cc Expert competition for an impressive overall win, but the title was settled in a duel between Paggio and Timmy Ferry.

"This is the fifth time that I have come down to a final series race in contention and have never won," Ferry said. The Kawasaki/Barrs/AXO/Dunlop/Pro Pad/Scott/P3-backed rider changed his luck by taking fifth overall to Paggio's second, leaving points to spare.

Canadian Brad Lockhart, in his first ride in the Expert class, scored well, finishing third overall.

Paggio's triumph came in the 250cc Expert contest, as the Kawasaki/

Answer/Smith/US Tsubaki/Pro Action-sponsored rider won the Gator-back overall and championship as well.

"I tried not to think about my point lead and just ride hard," Paggio said. "The track was muddy and I was afraid of a fall."

Moto one winner Brian McElroy, had the U.S. Marine Corps in his corner this week. McElroy said: "My mechanic for three years Donny Chafin has just finished his Marine training and is headed for the Persian Gulf."

Chafin added: "I feel good about going over, but will miss the motocross circuit. I hope someone will send me clippings from *Cycle News*, so I know what's going on."

Billy Silvarole led Paggio and Tommy Martin every lap of the final 250cc moto. "In the first moto a guy came into me, I charged but my clutch heated and I had to drop off the pace," Silvarole said.

Tyson Hadsell, Pee Wee Champion, and Kevin Windham, 85cc 12-13 Champion, were the only riders with perfect records in the series. Ricky Carmichael overcame an ankle injury to reclaim his 85cc 7-11 title, and Greg Rand went all the way in both 85cc 14-15 motos.

The Sybert Racing Team scored well with Jason winning the Mini A crown and his sister Kim collecting the Women's overall and second to Beth Rewis in the series. The 125cc 12-15 class featured a rematch between Chris Brown, who was injured in round one and Lusk, who has dominated the class since. Lusk won the first moto ahead of Joshua Latina and Brown, but bailed off in moto two and recovered for third in the moto. He said, "I guess I knocked myself out. I don't remember much about the moto."

Tommy Martin, who edged Darryl Heisler by one point for the Plus 25 championship, later said: "I tried everything, but could not pass Darryl in the first moto. I was lucky in the second."

Robbie Neeley returned to the series after taking a week off to win the Sumter Enduro and topped both Plus 30 and Plus 35 classes.

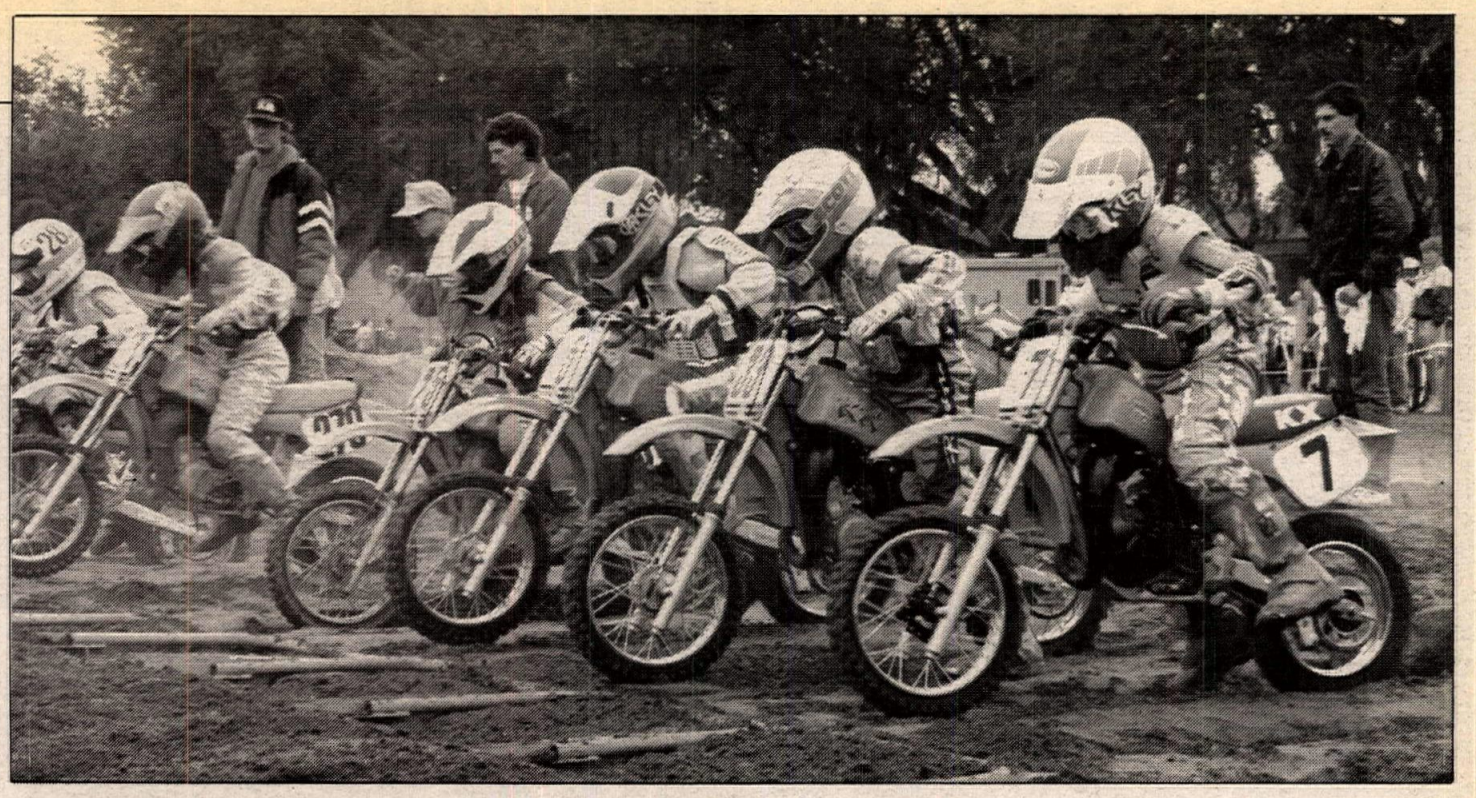
Plus 25 champ Dale Kemp said: "Johnny Borders led me, but broke a shifter. Neeley whipped us all today."

Borders, who earned the Plus 35 Championship, said: "I made too many mistakes today to beat Robby." Neeley added: "I was leading the second moto, looked over my shoulder and saw Gary Peak charging behind me. He's a Plus 40 rider, but he goes fast."

Peak, in fact, among the Plus 40 guys, carded two more moto wins after dealing with Tom Bragg for the class title.

The 125cc Champion, Bret Beauchamp, said: "I was trying to catch Brian Berhmann in the first moto and ran right through a corner. I salvaged the series with a win in the final moto, but Brian won the overall today."

Brian List, who gave up Jet Ski competition and successfully returned to bikes to win the 250cc B Championship, said: "I had a good point lead today, but a chain can always let go at the wrong time." CN



The 65cc (7-11) class featured some very close racing. Donald Leddy (33) captured the series class title.

Vince DeVane (106) holeshot both 250cc Pro motos, while Dowd (1), Kenny Kizzar (157) and Carl Valliancourt (60) trailed.

Results

125 PRO: 1. Mike Brown (Hon); 2. John Dowd (Hon); 3. Ezra Lusk (Suz); 4. Barry Carsten (Suz); 5. Doug Henry (Yam); 6. David Beckington (Suz); 7. Anthony Paggio (Kaw); 8. Carl Vaillancourt (Hon); 9. Ross Pederson (Suz); 10. Pat Barton (Suz).

250 PRO: 1. John Dowd (Hon); 2. Vince DeVane (Hon); 3. Ross Pederson (Suz); 4. Michael Treadwell (Suz); 5. Earl May (Yam); 6. Gene Naumec (Kaw); 7. Carl Vaillancourt (Hon); 8. Pat Barton (Suz); 9. Justin Jackson (Suz); 10. Matthew Crown (Suz).

125: 1. Ezra Lusk (Suz); 2. Anthony Paggio (Kaw); 3. Brad Lockhart (Suz); 4. Ryan Reynolds (Hon); 5. Timmy Ferry.

250 A: 1. Anthony Paggio (Kaw); 2. Patrick Barton (Suz); 3. Brian McElroy (Suz); 4. Bill Silvarole (Kaw); 5. Tommy Martin (Hon).

P/W: 1. Tyson Hadsell (Yam); 2. Tanner Mathias (Yam); 3. Chad Albylton (Yam); 4. Joshua Farrotino (Yam); 5. James Stewart (Yam).

65 7-11: 1. Donald Leddy (Kaw); 2. Jeremy Shuttleworth (Kaw); 3. August Lausberg (Kaw); 4. Jessie Ballard (Kaw); 5. James Garrett (Kaw).

85 7-11: 1. Ricky Carmichael (Kaw); 2. Kenneth Jones (Hon); 3. Darren McElhatten (Hon); 4. Donald Leddy (Suz); 5. Robert Fitch (Hon).

85 12-13: 1. Kevin Windham (Kaw); 2. Robbie Reynard (Kaw); 3. Robby Skaggs (Kaw); 4. Jarrett Tipping (Suz); 5. Jeff Easley (Suz).

85 14-15: 1. Gregory Rand (Kaw); 2. Ryan Pauley (Kaw); 3. Jason Sybert (Hon); 4. Kim Sybert (Hon); 5. John Hillman (Suz).

MINI A: 1. Kevin Windham (Kaw); 2. Greg Rand (Kaw); 3. Jason Sybert (Hon); 4. John Hillman (Suz); 5. Jeff Easley (Hon).

WMN: 1. Kim Sybert (Hon); 2. Beth Rewis (Kaw); 3. Catherine Priest (Yam); 4. Judy Adams (Suz); 5. Janet Stringfield (Kaw).

125 YTH: 1. Chris Brown (Suz); 2. Ezra Lusk (Suz); 3. Tim Ferry (Kaw); 4. Joshua Latina (Suz); 5. Chris Brown (Kaw).

16-24: 1. Adam Merrish (Suz); 2. Jeff Eller (Kaw); 3. Chad Chancey (Suz); 4. Marcus Cannon (Kaw); 5. Mike Nutter (Kaw).

PLUS 25: 1. Tommy Martin (Hon); 2. Darryl Heisler (Hon); 3. Patrick Barton (Suz); 4. Ed Heiftje (Hon); 5. Earl May (Yam).

PLUS 30: 1. Robby Neeley (Kaw); 2. Dale Keene (Hon); 3. Scott Currie (Hon); 4. Leonard Leggett (Suz); 5. Rusty Saynes (Hon).

PLUS 35: 1. Robby Neeley (Kaw); 2. Johnny Borders (Kaw); 3. Gary Peak (Yam); 4. Donald Leddy (Yam); 5. Jeff Hughes (Kaw).

PLUS 40: 1. Gary Peak (Yam); 2. Thomas Bragg (Hon); 3. Michael Kish (Hon); 4. Warner Welbourne (Hon); 5. Randy Tiller (Hon).

125 B: 1. Brian Behrmann (Suz); 2. Lonny Bischoff (Hon); 3. Bret Beauchamp (Hon); 4. Adam Merrick (Suz); 5. Eric Pinson (Hon).

250 B: 1. Byan List (Hon); 2. Brandon Smith (Kaw); 3. Adam Merrick (Suz); 4. Brian Behrmann (Suz); 5. Stacey Barnett (Hon).

OPEN NOV: 1. Jason McClanahan (Hon); 2. Rodney Orr (Hon); 3. Christian Smith (Hon); 4. Kevin Knight (Hon); 5. Vaughn Smith (Hon).

125 C D-1: 1. Chris Brown (Kaw); 2. Ray Mitchell (Hon); 3. Brian Burnett (Yam); 4. Lance Edwards (Suz); 5. Gary Kellum (Kaw).

125 C D-2: 1. Joel Henning (Suz); 2. Scott Mooree (Hon); 3. Roger Rhine (Yam); 4. Aldre Linares (Kaw).

250 C: 1. Jason McClanahan (Hon); 2. Mike Jones (Kaw); 3. Lance Edwards (Suz); 4. Mike McConville (Hon); 5. Roger Rhine (Hon).

Robbie Neeley (111) scored wins in the Plus-30 and Plus-35 classes at the series finale; Dale Keene (284) scored the Plus-30 class championship.

GRAND PRIX Desert Viper's Adelanto GP

Jimmy Lewis (12) grabbed the early lead in the 250cc Expert race, ahead of Paul Krause (6), Ted Hunnicutt (1) and winner Larry Roeseler (behind Krause).

The 33-year-old Roeseler, shown here on a 1974 Kawasaki KX250, won all seven classes he entered, including the 125, 250 and 500cc Expert and Vintage divisions.

Lucky sevens for Roeseler

By Donnetta and Bob Murray

ADELANTO, CA, FEB. 2-3

Kawasaki Team Green's Larry Roeseler amazed some, but most riders and spectators had no doubts that he could pull off seven wins for seven races. There were a record 1425 entries at the event, which was held in the city of Adelanto and staged by the Desert Vipers M.C. Roeseler's seven wins were won over two days of hard riding under mostly clear skies with thousands of spectators lining sections of the course to cheer him on to his accomplishment.

Roeseler zipped through the first event — the Unclassified race — on a Kawasaki KX250 for his first win. Two-and-a-half hours later, he was back on the start line for the Vet Expert/Amateur race (the huge 360-strong Vet class had been split this year). Riding a Kawasaki KX500 down the main street of town, Roeseler was at the front of the pack by the time the pavement ended. Once in the desert, Roeseler was followed by Kawasaki Team Green's Paul Ostbo and John Silva. Silva passed Ostbo, who was nursing an injured knee and managed the treacherouus water jump and whoops with only one foot on the pegs. However, Ostbo almost caught Silva halfway though the four laps as Silva's bike stalled, but he got it started and finished second behind Roeseler, with Ostbo hanging on to third. Kenny Parry won the 250cc class and was fourth overall, while Ron Bragdon rounded out the top five. The Amateur class was won by Jeff Hares with David Harman finishing runner-up.

Team Green's Roger Hurd was first off the start in the 125cc and Women's race. He led for half a lap, until Roeseler passed him in the rough grain section of the desert. He tried to stay up with Roeseler, but said that "Larry just motored away" for the win. Behind Hurd, Kawasaki's John Braasch and Jeff Capt were dicing through the motocross section together. Braasch finally got Capt at the road crossing, when Capt's transmission failed. Braasch pushed himself until he reeled in Hurd and the duo hit the final trip through the motocross side by side. Braasch tried to get Hurd on the inside, but had to settle for finishing fender to fender for third place.

"I just have a lot of fun riding the 125s. It works so well in the choppy areas, and it's a lot of fun in grands prix, getting out with the kids," said the 33-year-old Roeseler. "I had to ride hard to stay ahead of Roger. I like to memorize the course. It is choppy and rough, it helps to memorize the bad spots; it makes it more like one big motocross course."

Jeff Kawell and Aaron Hough were fourth and fifth in the Expert class, respectively, while the Amateur division was won by David Chase, with Chris Kefalas taking second. Team Green's Mercedes Gonzalez battled with teammate Anna Merritt for the Women's win. Gonzalez had the advantage in the motocross section, while Merritt made up her time in the desert portion. The pair were never more than a few seconds apart at home check, but Gonzalez finally acclimated to the high desert air and pulled away some in the final lap.

Roeseler barely had time to catch his breath before he was back on the starting line. After racing both a 250cc and Open bike that day, he made the decision to go with the big-bore bike in the Pro race, knowing that Kawasaki's Greg Zitterkopf would be on a 500cc. Over 40 pros charged down the street at the drop of the banner. First to hit the desert were Juan Benavidez, Zitterkopf, Ted Hunnicutt and Roeseler. Hunnicutt took a bad line and fell behind as did Benavidez. After the first check, it was Roeseler and Zitterkopf swapping back and forth for the lead the entire course. The crowd roared as the first rider entered the motocross section. Roeseler had gained the lead and was zipping through as though he was on a Sunday ride. Following closely was Zitterkopf. Roeseler tipped over in the bales as he was leaving the chicane and Zitterkopf grabbed the opportunity to take the lead. KTM's Danny Hamel was a minute behind, with Benavidez and Hunnicutt following.

Zitterkopf and Roeseler continued to battle with one another through the desert. At one point, they crossed a road with each rider's tire hitting the pavement at the exact same moment. Roeseler fell at the entrance to the motocross, allowing Zitterkopf to take the lead, while Roeseler was less than a bike's length behind. This continued for the first 45 minutes of the one-and-a-half-hour-plus race. At the end of the fourth lap, Roeseler pitted for gas, giving Zitterkopf a big lead. In turn, Zitterkopf had to pit at the end of the fifth lap and as Roeseler started out

on the sixth lap, the pair were together again. This time, though, Zitterkopf was having a harder time concentrating on his riding.

"I hit a dog dead center during the fifth lap, killing it. It really upset me and slowed me down," said Zitterkopf.

Roeseler maintained his lead for the remainder of the race. Both he and Zitterkopf stopped for a quick splash of gas at the end of the eighth lap to insure a finish. Roeseler passed the checkered flag with some time to spare to claim his share of the $5600 purse. Zitterkopf was second.

Hunnicutt paced himself through the race, figuring he would "let everyone bezerk it" through the first laps, while he worked it easy and kept it together until the last laps. He finished third. Meanwhile, Team Green's Paul Krause got a bad start, but slowly worked his way through the dust and picked off riders. He credits working out hard lately and being in good condition for his fourth place finish in a tough field of riders. KTM's Jimmy Lewis was just getting the hang of the course and moving up when the race ended. He would have liked the race to have gone a couple more laps, but settled for his fifth place finish. Other purse winners in the race were Don Griewe, Benavidez, Duane Summers, John Rudder and South African Alfie Cox.

Sunday's riders were treated to another day of blue skies. First on the line were the Vintage and Obsolete bikes. Scott Anderson led most of the race on a 1979 Yamaha YZ250 (Obsolete). Gaining on him each lap was Roeseler, who had started in the second wave of riders aboard a 1974 Kawasaki KX250 (Vintage). Roeseler did not pass Anderson until four turns from the finish in the fifth lap, but that was all it took for his fifth win of the weekend. Anderson earned second, Mike Hotchkiss on a 1974 Honda CR250 was third and Norm Francis, mounted on a 1973 Husqvarna 250 was fourth.

"It was a lot of fun, but I'm glad I race in the 90s," said Roeseler.

Scott Reed was way ahead of a large field of Mini riders to earn the first place honors in the class.

The Mini race gave Roeseler his only rest of the day. He was at it one more time in the 250cc race, where he had a real fight on his hands with Lewis. Lewis gave Roeseler the thumbs up sign at the start, but once the banner fell, it was each man on his own. The race was a two-man contest for the lead with not a moment's break for either of them.

"It was pretty intense. Jimmy was going so fast. I had to pit and he didn't, which gave him a little bit of an advantage. I just rode as hard as I could," said Roeseler.

Each time through the motocross section the pair were never more than a couple of seconds apart. In the last lap, Roeseler pressed even harder, taking the lead and keeping it to the end.

"He really made me work for it," said the Kawasaki Team Green/Thor/Bridgestone/Tsubaki/Bel-Ray/Pro Circuit/Renthal/Trick/Scott Goggles/Shoei/Bar Snake/CTi Brace-backed Roeseler. "It was too much like work."

Hamel had a dismal start in the 250cc race and was forced to thread through the lappers to catch up later in the race. He was by himself most of the time, finishing third. Krause, likewise, did not have a good start. He treated his 250cc like an open bike and shifted too soon. He was about 15th at the turn, but passed a few going to the outside of the sweeper. He passed Cox in the final lap to take fourth, as did David Ondas who earned fifth.

Hunnicutt grabbed the holeshot in the Open race and was able to hold Roeseler off for a little while going out into the desert, but Roeseler and Krause, who followed, were more familiar with the lines of the course after racing the 250cc class and got by him. Krause chased Roeseler hard and was closing in on him in the third lap when he lost his footpeg. Krause was forced to stop to make a repair, losing his position to Hunnicutt. He then lost another five places at the end of the lap when he stopped at his pit for a bolt.

Roeseler was leading by a wide margin at the finish to complete his feat of seven for seven.

"I'm definitely really happy and surprised that I did it," said Roeseler. "I don't think I'll enter another seven next year, it's pretty hard to repeat or top this weekend. The course was a little rough, but the club did a really good job of putting on the race. There were a lot of riders. What is neat about grands prix is that people actually get to see you ride and can cheer you on. I like to show them what I can do."

Hunnicutt, sore from the previous day's races, cruised along until he loosened up by midrace. By that time, he had lapped traffic to contend with Griewe, who was pushing hard from behind. Hunnicutt hung on to second place, while Griewe, who had been last off the line in spite of an electric starter, was third. John Rudder made up time from a two-kick start to take fourth and Krause ended up fifth. James Summers, riding in the 500cc class for the first time, rode an ATK to a first place finish in the Amateur division and eighth overall.

In Saturday's Senior race, Bill Saltzman led the race from the time the pack hit the dirt until after the last pass through the desert. At that time, T.V. Holmes caught him coming into the motocross section. Saltzman was able to get him back as the two jumped over the water hole to earn the win. Holmes finished second, while Jim Smith took third and Al Hull fourth, respectively. CN

The Desert Vipers M.C.-hosted two-day Adelanto Grand Prix attracted nearly 1500 entrants.

Greg Zitterkopf (leading) and Roeseler battled back and forth in the Pro class.

Scott Reed (3) roosted to the Mini class victory over Jay Theyes and Caleb Lux.

Results

PRO: 1. Larry Roeseler (Kaw); 2. Greg Zitterkopf (Kaw); 3. Ted Hunnicutt (Kaw); 4. Paul Krause (Kaw); 5. Jimmy Lewis (KTM); 6. Don Griew (Hus); 7. Juan Benavidez (Kaw); 8. Duane Summers (Yam); 9. John Rudder (ATK); 10. Alfie Cox (Kaw).

OPEN EX: 1. Larry Roeseler (Kaw); 2. Ted Hunnicutt (Kaw); 3. Don Griewe (ATK); 4. John Rudder (ATK); 5. Paul Krause (Kaw).

OPEN AM: 1. James Summers (ATK).

250 EX: 1. Larry Roeseler (Kaw); 2. Jimmy Lewis (KTM); 3. Danny Hamel (KTM); 4. Paul Krause (Kaw); 5. David Ondas (Kaw).

125 EX: 1. Larry Roeseler (Kaw); 2. Roger Hurd (Kaw); 3. John Braasch (Kaw); 4. Jeff Kawell (Kaw); 5. Aaron Hough (Kaw).

125 AM: 1. David Chase (Kaw); 2. Chris Kefalas.

WMN EX: 1. Mercedes Gonzalez (Kaw); 2. Anna Merritt (Kaw).

VET EX OPEN: 1. Larry Roeseler (Kaw); 2. John Silva (Kaw); 3. Paul Ostbo (Kaw); 4. Ron Bragdon (Kaw); 5. Dan Dawson.

VET 250 EX: 1. Kenny Parry (Kaw); 2. Mike Sixbery (Kaw); 3. Darin Cartwright; 4. Andy Setao; 5. Chuck Miller (Hon).

VINT: 1. Larry Roeseler (Kaw); 2. Scott Anderson (Yam); 3. Mike Hotchkiss (Hon); 4. Norm Francis (Hus).

MINI: 1. Scott Reed (Kaw); 2. Jay Theyes; 3. Caleb Lux (Hon); 4. Eric Seeley (Kaw).

SR: 1. Bill Saltzman (KTM); 2. T.V. Holmes; 3. Jim Smith; 4. Al Hull (Yam).

UNCLASSIFIED: 1. Larry Roeseler (Kaw).

VET AM OPEN: 1. Jeff Hares (Hon).

VET 250 AM: 1. David Harman (Kaw).

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MOTOCROSS GFI Winter MX Series South: Round 5

John Blair (299) led Charles Vice (92B), Jeff Jetton (124) and Ty Kady (3T) at the start of a 125cc Junior moto.

Grant Gaspar (5) held off a charging Nick Morgan (18N) to score the overall victory in the 250cc Junior class.

Double win for Drew at Perris

By Tony Alessi

PERRIS, CA, FEB. 3

Steve Drew devastated the Intermediate ranks with overall wins in both the 125cc and 250cc divisions during round five of the GFI North versus South Winter Series held at Perris Raceway.

The air was charged with a blanket of excitement since Southern Series champions would be decided at the conclusion of the day of racing. In the case of the 250cc Intermediate class, only one point separated points-leader Drew and Sean Pagel.

"I really need a win, so I am going to give it everything," Pagel said before the start of the first 250cc Intermediate moto.

"This is a great feeling. I am happy just to be leading," said Kearny Mesa Yamaha-sponsored Drew. "I want to get good starts and be consistent."

The next portion of the series will have Southern riders racing off against Northern riders for the State Championship showdown. The first five in each class will go into the showdown with 25 points, while riders that finished sixth through 10th will start with 20 points. All others will take 15 points. Huron Cycle Park will be the site of round one, and Perris is the final round. Points will be tallied after both rounds to determine State Champions.

When the 25 250cc Intermediate class riders blasted through the first turn in moto one, Billy Felts was first to emerge. Felts has been up and down throughout the series but still remained third in the points chase. Felts immediately opened a five-second lead while Drew was working on Kelly Pickel for second. Pagel was having to work hard starting back in 23rd position.

At the halfway point Drew closed to the back fender of Felts and applied pressure. At the same time Donald Upton, who started seventh, had moved by Pichel and Jake Trist for third while Pagel had moved inside the top 10. Drew forced a mistake out of Felts during the closing laps and went to the lead when Felts went off the track. Drew led for the next half a lap but clipped a tire and bobbled. Felts quickly capitalized and went back into the lead. Felts blocked Drew to the checkered flag with Donald Upton a few seconds back in third. Pagel finished seventh after charging through most of the pack.

Pichel powered to an instant lead in the second moto while Felts was sidelined with a wrist injury suffered in a previous moto. Pichel held the pack at bay during the opening laps as Pagel was coming up from a midpack start. Pagel soon charged into third while Pichel's lead diminished. In the next two laps Pagel pushed past Steve Kotajarvi and Pichel for the lead. Drew turned up the wick on the final laps and moved to second while Donald Upton passed Pichel for third. Drew's pair of seconds secured the overall win and the southern 250cc Intermediate class championship.

Drew won yet another battle in the 125cc Intermediate class, but it was Pagel who won the war and the southern title with a second overall finish.

Felts, Pagel and Drew ran in the top three positions from start to finish in the first moto. Brian Deegan charged from out of the top 10 to finish fourth in front of Randy Danylo.

Felts shot to the lead of moto two while Drew forced his way to second in front of Freddie Villagra and Ryan Johnson. Pagel suffered a poor start and rounded the first lap in 19th. Drew pounded at Felts as the two riders engaged in a private battle for the lead that ended on the final lap when Drew passed Felts down the back straight. Felts tried to dive inside Drew in the following turn, but his front end washed out and he was slammed to the track. Felts stood up, shook his head and held his arm in pain.

Drew went on to the checkered flag while Freddie Villagra finished second in front of Dennis Dahlin and Pagel, who capped off a charge from 19th to fourth in front of Ryan Johnson.

Chuck Bagwell's perseverance paid off with the southern championship in the 500cc Novice class after he raced with a fractured ankle during the second moto.

Bagwell's first moto went perfectly, scoring the first moto win over Richard Bunch and Louie Peick. However, while competing in the 250cc Novice race later in the day, Bagwell was launched off the track onto the ground where he sustained the fractured ankle.

Bagwell, who needed to finish fifth overall to secure the title in the 500cc Novice class, opted to race the second moto in hopes of scoring enough points to win the series. Bunch ran away with the second moto with Peick eventually moving to second after charging from midpack. Scott Churchill finished third over John Bennett, while Bagwell finished seventh which gave him fourth overall and the series championship.

Ty Kady scored overall wins in the 80cc Intermediate and 125cc Novice division two classes.

In the first 125cc Novice moto Tony Ferragamo took a runaway victory; Kady worked to second after passing a very determined Jerry Jetton in the late stages of the race.

Scott Freemen (21G) smoked past Jim Stentz (J32) en route to second overall in the Vet Novice class. Stentz dropped back and finished sixth overall.

Jon Brower (52) and Gordon Keller (46) argued over position in the 80cc Beginner class. Brower finished sixth, while Keller earned third overall.

Former 125cc National MX Champion Micky Dymond (63) passed Chris Radzinski (47) in the 250cc Pro class. Dymond won both motos.

Charlie Vice and John Blair led the way in the second moto as Kady quickly moved to third. Blair moved by Vice, bringing Kady with him. Kady kept pace with the new leader but knew Blair finished out of the top five in the first moto. Kady opted to follow Blair to the finish, his pair of seconds good for the overall win. Ferragamo charged from 17th to fifth by the moto's end, giving him a well earned second overall.

Grant Gaspar clinched series titles in 125 and 250cc Novice classes with a win in the 250cc class and a second place finish behind arch rival J.J. Petchel in the 125cc division.

In the 250cc Novice class, Gaspar ran at the front for most of the first moto until a bent shift lever slowed him in the late stages of the race. Petchel closed rapidly but suffered a similar fate when he wrapped the shifter lever around the footpeg. Nick Morgan capitalized on the situation, passed Petchel and pursued Gaspar right to the finish. Gaspar managed to hang tough for the win.

Petchel ran off with the second moto while Gaspar worked through the pack. Gaspar lost lots of time with Josh Rolfe eventually making a pass late in the moto. Gaspar did close on Petchel on the last lap and almost made a last-ditch pass, but Petchel held on for the moto win.

David Lynch locked up the Vet Intermediate title after two hard fought motos and a twisted knee. Lynch took an easy win in the first moto over Dave Sarian, who charged from near last and passed Olson and Robert Sheldon for second near the moto's end. Both Olson and Sheldon crossed lines inches in front of the checkered flag. Sheldon remounted first and sprinted to the flag for third over Olson. Mark Duval cruised in fourth and passed up the opportunity to pass both Sheldon and Olson during their mishap.

In the second moto, Olson held first from wire to wire, successfully fending off Lynch up to the flag. Sarian again worked through the pack and finished third.

Thousand Oaks Yamaha and Kawasaki rider Joey Cirocco kept the 125cc Beginner Series Championships in doubt to the end of the second moto. Cirocco finished 14th in the first moto after crashes and bad luck held him back while Joe Fernandez, Brad Schultz and Mark Blakley scored the top three.

Cirocco came back in the second moto and won with a big lead, his sixth place overall finish earning him the southern championship. Cirocco also finished second in the 250cc Beginner class behind series champ Greg Perolio. CN

Results

50 STK D-1: 1. Emmit Kling; 2. Vance Freeman (Yam); 3. Chris Tocco (Yam); 4. Johner Faulkner; 5. Roland Rodriquez (Yam).

50 STK D-2 A: 1. Chad Gaumer (Yam); 2. Scott Howe (Yam); 3. Kyle Mace (Yam); 4. Chris Lightfoot (Yam); 5. Mark Anderson (Yam).

50 STK D-2 B: 1. Landon Robbins (Itj); 2. Derek Downey (Yam); 3. Dyland Lord (Yam); 4. Trevor White (Yam); 5. Chris Epper (Yam).

50 STK D-2 C: 1. Chris Worley (Yam); 2. Danny Pettingill (Yam); 3. Victor Nunez (Yam); 4. Steve Gonzalez (Yam); 5. Bradly Huth (Suz).

50 MOD A: 1. Johner Faulkner (Yam); 2. Chris Tocco (Yam); 3. Bobby Bonds (Yam); 4. Eric Wood (Yam); 5. Tanya Faulkner (Yam).

50 MOD B: 1. Roland Rodriquez (Yam); 2. Vance Freeman (Yam); 3. Scott Nelson (Yam); 4. Ross Garcia (Yam); 5. Chad Gaumer (Yam).

60 D-1: 1. Daniel Norman (Kaw0; 2. Tim Rasmussen (Kaw); 3. Shad Viens (GPV); 4. Joshua Ortega (Kaw); 5. Bobby Beaupre (Kaw).

60 D-2 A: 1. Tony Presaniello (Kaw); 2. Brandon Cruz (Kaw); 3. Bobby Bonds (Kaw); 4. Jorge Posca (Kaw); 5. Blake Viens (GPV).

80 BEG D-1: 1. Daniel Norman (Suz); 2. Reginald Mitchell (Suz); 3. Steve Cox (Suz); 4. Gordon Keller (Suz); 5. Eric Anderson (Kaw).

80 NOV: 1. Nathan Penry; 2. Jerome Law (Suz); 3. Shaun Perolio (Suz); 4. Brian Rodriguez (Suz); 5. Bobby Allen (Suz).

80 INT: 1. Ty Kady; 2. Chris Wheller (Kaw); 3. Jason Reed (Suz); 5. Greg Yearsley (Kaw).

80 EX: 1. Craig Decker (Kaw); 2. Steve Andrich (Kaw); 3. Larry Linkogle (Suz).

125 BEG D-1: 1. Mark Blakley (Hon); 2. Joe Fernandez (Suz); 3.Lee Medlin (Hon); 4. Brian Ratliff (Kaw); 5. Brad Schultz (Suz).

125 BEG D-2: 1. Steve Fulgham (Suz); 2. Tim Sharp (Hon); 3. Eric Carter (Kaw); 4. Chip Rotan (Kaw); 5. Matt Wallace (Kaw).

125 NOV D-1: 1. Grant Gaspar (Suz); 2. J.J. Petchel (Hon); 3. E.J. Wright (Suz); 4. Nick Morgan (Suz); 5. Greg Fontain (Yam).

125 NOV D-2: 1. Ty Kady (Kaw); 2. Tony Ferragamo (Hon); 3. John Blair (Hon); 4. Charles Vice (Suz); 5. Steve Moore (Suz).

125 INT: 1. Steve Drew (Yam); 2. Sean Pagel (Suz); 3. Dennis Dahlin (Kaw); 4. Jason Simmons (Kaw); 5. Brian Beach (Hon).

125 PRO: 1. Dana Wiggins (Yam); 2. Gary Sailors (Suz); 3. Mike Chamberlain (Yam); 4. Guy Deckert (Suz); 5. Tracy Brachman (Hon).

250 BEG D-1: 1. Greg Perolio (Hon); 2. Joey Cirocco (Yam); 3. Ron Sharp (Yam); 4. Pat Fringer (Suz); 5. Joe Fernandez (Suz).

250 BEG D-2: 1. Jason Cable (Yam); 2. Steve Fulgham (Suz); 3. Sal Ugaarte (Suz); 4. Rod Thomas (Yam); 5. Scott Freeman (Yam).

250 NOV: 1. Grant Gaspar (Suz); 2. J.J. Petchel (Hon); 3.Nick Morgan (Suz); 4. Josh Rolfe (Yam); 5. David Chase (Kaw).

250 INT: 1. Steve Drew (Yam); 2. Donald Upton (Hon); 3. Sean Pagel (Suz); 4. Kelly Pichel (Kaw); 5. Dennis Dahlin (Kaw).

250 PRO: 1. Micky Dymond (Yam); 2. Mike Chamberlain (Yam); 3. Joe Waddington (Suz); 4. Willy Musgrave (ATK); 5. Cedric Bugnon (Hon).

500 NOV: 1. Richard Bunch (Kaw); 2. Louie Peick (Kaw); 3. Scott Churchill (Hon); 4. Chuck Bagwell (Hon); 5. John Bennett (ATK).

500 INT: 1. Kelly Pichel (Kaw); 2. Brett Stubbs (Kaw); 3. Tom Engel (Hon); 4. Jason Simmons (Kaw); 5. Tim Harris (Yam).

500 PRO: 1. Greg Zitterkoph (Kaw); 2. Zoli Berenyi (Hon); 3. Willy Musgrave (ATK); 4. Tracey Bachman (Hon); 5. David Bagwell (Hon).

OT NOV: 1. Erven Rolfe (Yam); 2. Jim Hollon (Hon); 3. Larry Popp (Hon).

OT INT: 1. Ron Tuzinski (Hon); 2. George Spearing (Hon); 3. W.G. Wilson (Suz); 4. Bob Dunham (Yam); 5. Bob Richard (Yam).

OT EX: 1. Alan Olson (KTM); 2. Tom White (Hon); 3. Alan Kent (Kaw); 4. Ron Way (Hon); 5. Bill Carr (ATK).

VET NOV D-1: 1. Greg Perolio (Hon); 2. David Zahrt (Hon); 3. Luc Deley (Suz); 4. Jim Peters (Hon); 5. Randy Paulin (Hon).

VET NOV D-2: 1. Tommy Brackens (Kaw); 2. Scott Freeman (Yam); 3. Weston Reid (Kaw); 4. Bill Reimer (Kaw); 5. Greg Mazzio (Yam).

VET INT: 1. David Lynch (Hon); 2. Alan Olson (KTM); 3. David Sarian (Hon); 4. Robert Sheldon (Yam); 5. Mark Duval (Hon).

VET PRO: 1. Zoli Berenyi (Hon); 2. Mike Preston (Kaw); 3. Marc Johnson (Suz); 4. Mark White (Yam); 5. Kenny Zahrt (Yam).

25-29 BEG: 1. Brian Fountain (Yam); 2. Bruce Harcrow (Hon); 3. Ron Sharp (Yam); 4. Brian Ford (Yam); 5. C.T. Falk (Yam).

25-29 INT: 1. Steve Piattoni (Suz); 2. Chris Lance (Suz); 3. Robert Sheldon (Yam); 4. Darren Lindh (Suz); 5. Randy Danylo (Kaw).

25-29 NOV: 1. Greg Fountain (Yam); 2. Jerry Jetton (Suz); 3. Ron Williams (Kaw); 4. Richard Bunch (Kaw); 5. Louie Peick (Kaw).

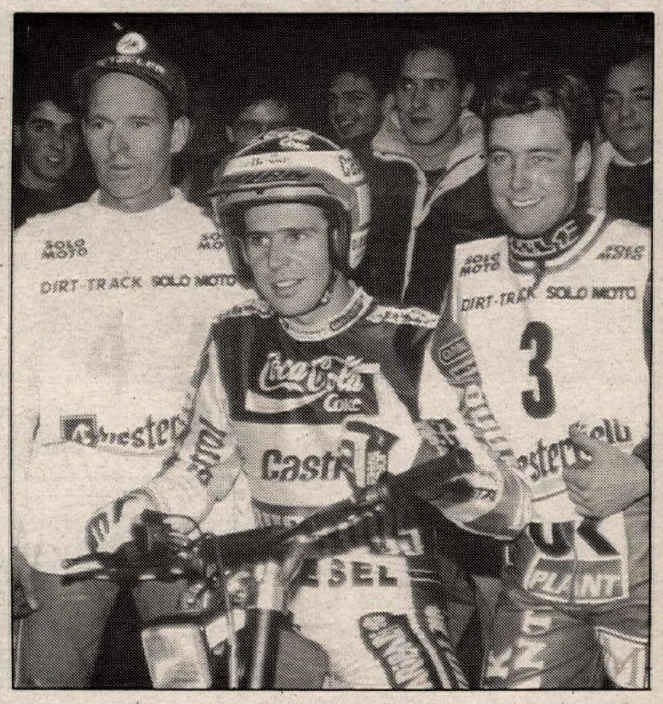
*GFI South Final Standings can be found in the Result Section of this issue.

DIRT TRACK Barcelona Indoor Short Track

Six riders on six different brands of motorcycles. Husaberg-mounted Steve Morehead (42) won the race over Cagiva, Yamaha, Gas Gas, Bultaco and Honda-mounted riders.

Steve Morehead (42) rides the cushion on his way to a win in the first semi. Morehead showed Spanish road racer Ricard Jove (14) and Paris-Dakar star Jordi Acarons the fast way around the oval.

Morehead (left) joins trials winner Jordi Tarres (center) and speedway winner Alan Rossiter in winner's circle.



"Maestro" Morehead conquers Spain

By Dennis Noyes

BARCELONA, SPAIN, FEB. 2

Barcelona, the motorcycle racing capital of Europe, has fallen in love with AMA-style dirt track racing. It was love at first sight at the Palau Sant Jordi Olympic Stadium where a new attendance record of just under 15,000 was set. Only four months ago over 14,000 fans packed the beautiful sports palace to see the likes of Rick Johnson, Mike Kiedrowski, Johnny O'Mara and Ron Lechien go at it in the Supercross of Barcelona. But who would have guessed that indoor short track could outdraw supercross?

It's fair to say that a large part of the crowd came to see the 14th running of the Barcelona Indoor Trial featuring World Champion Jordi Tarres, the local hero, against the likes of Finland's Tommi Ahvala, Italians Donato Miglio y Diego Bosis and a field of seven more top international trials stars. But the loudest cheers were for AMA Grand National veteran Steve Morehead, who gave the enthusiastic and appreciative Spanish fans their first look at big-league, broad-sliding American style.

The combined indoor trial and dirt track events started with heat one of dirt track qualifying at 6 p.m. The dirt bikes rode a 220-yard oval of red clay round the outside of the enclosed indoor trials area. After an hour of qualifying heats the entire trial was run and then the remaining dirt track semis, last chance and final, plus a series of speedway demonstration races.

Tarres won the trial from Ahvala, and Welchman Alun Rossiter was top dog in speedway over fellow Brits Graham Jones and Steve Lawson. But it was Morehead's win over Spanish Enduro Champion Jordi Arcarlons (Cagiva-Husqvarna 510) and Grand Prix road racer Alberto Puig (Yamaha YZ250) that really turned on Barcelona.

Morehead, who usually rides a Harley-Davidson (Woods-Rotax) 600, was unable to get his bike to Spain on time because of delays in international shipping caused by the war in the Persian Gulf. But Solo Moto magazine, promoters of the event, arranged for Morehead to ride a stock Husaburg MC 501. Spanish riders who had been preparing for more than a month for the event were encouraged by the news that Morehead would be riding a bike he had never seen before.

"I'd never heard of a Husaberg before the promoters from Barcelona told me I was riding one," Morehead said. "What's a Husaberg?, I thought, but my *Cycle News* with the Husaberg 350 test showed up just before I left for Spain and I knew it was a good off-road bike. That made the flight over a little more relaxing, but it was hard to get it set up. I saw the bike for the first time the night before the first practice. I tried to get it working with a 19-inch front, but the forks were too long and the bike was all wrong in the dirt. We cut a couple of inches out of the White Power front forks, but there just wasn't time to get the springing and damping right so I had to put on a 17-inch front to go with the 17-inch rear and we used Michelin road race rain tires.

"The rear rim was way too wide . . . about six inches, and it was real hard to use the side of the tire. First time I rode it I couldn't get it turned around . . . the stadium was too small for that thing. I never got it even halfway working until after the last session of time trials . . . but there were a lot of real dangerous looking bikes on the track and some seriously dangerous looking riders."

One of the most amusing moments in the Husaberg pit occurred when Morehead came in and told the Husaberg mechanic, via a translator, that he was having trouble getting out of turn four. The mechanic, just back from the Paris-Dakar, scratched his head and said meekly: "But, please, the oval track she has only two turns."

Time Trials

Rather than time individual laps (Morehead was turning middle and high 12s) the organizers timed riders over four laps and from a standing start. Morehead had the quickest time after the four-lap sessions. His 51.50 gave him almost a second advantage over Alberto Puig (52.48). Next was former Spanish motocross champion Jordi Elias (52.61), who like Puig was on a Yamaha YZ250. Jaime Martinez de la Rosa, on a loud Gilera 500 four-stroke, was fourth.

A total of 40 riders competed for 28 slots in the four qualifying heats. Puig, who will ride what Yamaha Spain describes as "a factory Yamaha TZ" in the 250cc World Championship was under some pressure from other Spanish promoters who are running a "full track" circle race in the "monumental" bull ring a week after the dirt track event.

"They didn't want me to ride here because I'm in the same program with Eddie Lawson, John Kocinski and Juan Garriga in the bull ring, but this is a real race and the other thing is a circus and I've always wanted to ride against a real American dirt track rider like Morehead on a real American-type short track, so last night I made up my mind to race the little two-stroke. We've

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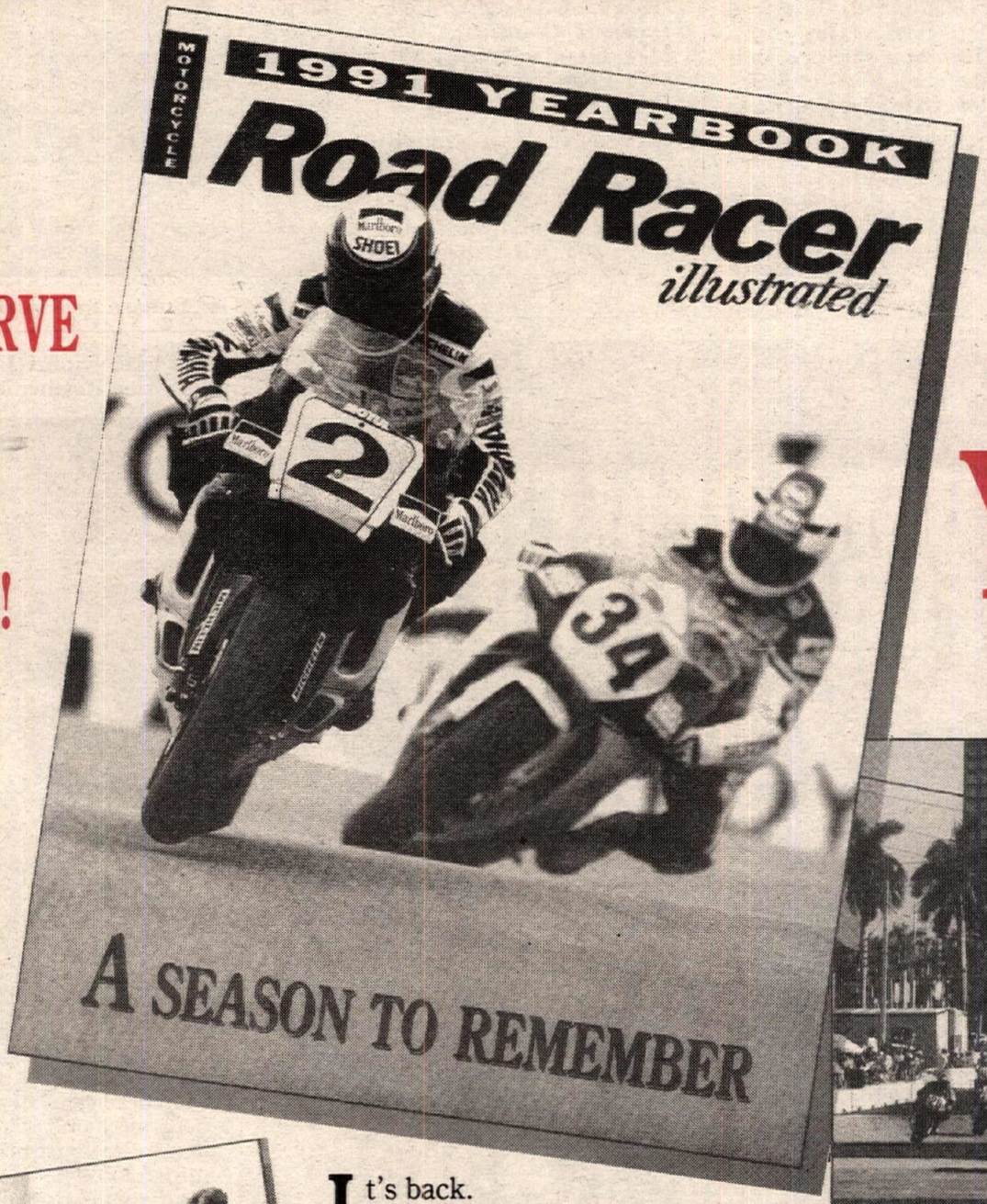

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CN

DIRT TRACK Barcelona Indoor Short Track

set it up fairly well, but I can see now that O've got a lot to learn about sliding up high where Morehead is running.

"Most of the Spanish riders are trying to motocross down on the inside, but Morehead is on the gas sooner and harder and getting onto the straights faster."

Spanish Enduro Champion Jordi Arcarons, who led the Paris-Dakar at mid-distance before dropping back to fifth, showed up on a low and fast Cagiva-Husqvarna and looked quicker than his seventh place in time trials (53.51), but like Morehead he was having trouble getting drive down low.

"These motors haven't got enough flywheel and they spin their heads off when you gas 'em and they drop revs in the corners when you close 'em down," Morehead said while working with a razor on the rear Michelin rain tire which he was running with only eight pounds pressure. "I can't go down low, I just spin, but those two-strokes can motocross out of the corners down low real good. This could be kind of hard if I can't get a good start . . . and it's gonna be real hard to get a good start cause my bike just spins and the two-strokes blast away from me."

Heats

The first of the four six-lap heat races that would advance the top two into the eight-lap semis got underway at 6:10 p.m. Former Derbi factory tester Ricard Jove, riding a Spanish Gas Gas with a Husky 500 motor, got the holeshot with road racer Puig battling reigning Spanish motocross champion Luis Lopez "Luisake" on his Honda CR250.

Once past "Luisake," Puig, a former National junior trials champion before turning road racer, pushed past Jove on the inside with two laps to go to take the win.

The crowd was still buzzing when National Number 42 brought his hastily-modified Husaberg to the line for heat two sitting alongside local hero Arcarons. From the green light the initial leader was motocrosser Ramon Riudalbas riding a vintage 20-year-old Bultaco Astro fitted with a 19-inch Goodyear front tire, a gift from Morehead.

Morehead was left spinning at the line, but brought the crowd to their feet when he backed his Husaberg into turn three Grand National style. Nobody in Barcelona had ever seen anything like it! Morehead rode the high line around the outside of first Arcarons and then Riudalbas to win easily by nearly two seconds.

Puig watching from the door of the pits said: "That's why the Americans win in 500cc (Grand Prix racing). That's what we've got to learn to do."

Other heat race winners were Jordi Elias and Jaime Martinez de la Rosa.

"Repescas"

"Repesca" in Spanish means to fish for again . . . like when you catch a fish that is too small to be a keeper. You throw it back and later fish for it again when it is big enough to keep. In the Spanish system of heats, semis and final, you must qualify for a semi either by transferring directly from your heat or by being "refished" in a "repesca."

With Puig, Jove, Morehead, Arcarons, Elisas, Arenas, Martinez de la Rosa and Jordi Puig assured of places in the two semis, Riudalbas won his repesca and a pass into the semis along with runner-up "Luisake." Paris-Dakar Yamaha factory rider Carlos Mas won his "repesca" from David Domenec to complete the second of the two six-man semis.

Semis

The first of the two eight-lap semis brought together Morehead, Alberto Puig, Arcarons, Jove, "Luisake," and Riudalbas on his Astro.

Morehead chose to start on the outside but regretted his decision when he was left spinning and blocked badly in the first curve. Once again he brought the 15,000 fans to their feet as he was in a class of his own, throwing the Husaberg sideways and backing into the corners while Puig, Arcarons and Jove rode lower and took different lines.

Each time Morehead put the bike over while still on the 50-yard straights a large portion of the crowd shouted thinking he had crashed.

He won from Puig by 1.7 seconds. Only the top two from the heats transfer to the main, while those finishing third, fourth and fifth (Arcarons, Jove and "Luisake") would have to ride the "super repesca" or Last Chance Qualifier.

The second semi was won by Martinez de la Rosa, a cousin of Alberto Puig and Jordi Puig (no relation to Alberto). Superbike racer Xavi Arenas (Honda CR), enduro rider David Domenec (Yamaha YZ) and Carlos Mas, second in last year's Paris-Dakar, would battle for the last two spots in the six-rider "super repesca".

Last Chance Qualifier

It was the unknown 17-year-old Domenec who won the Last Chance Qualifier from Arcarons. But Arcarons after a poor start passed "Luisake" and was closing on Domenec at the flag.

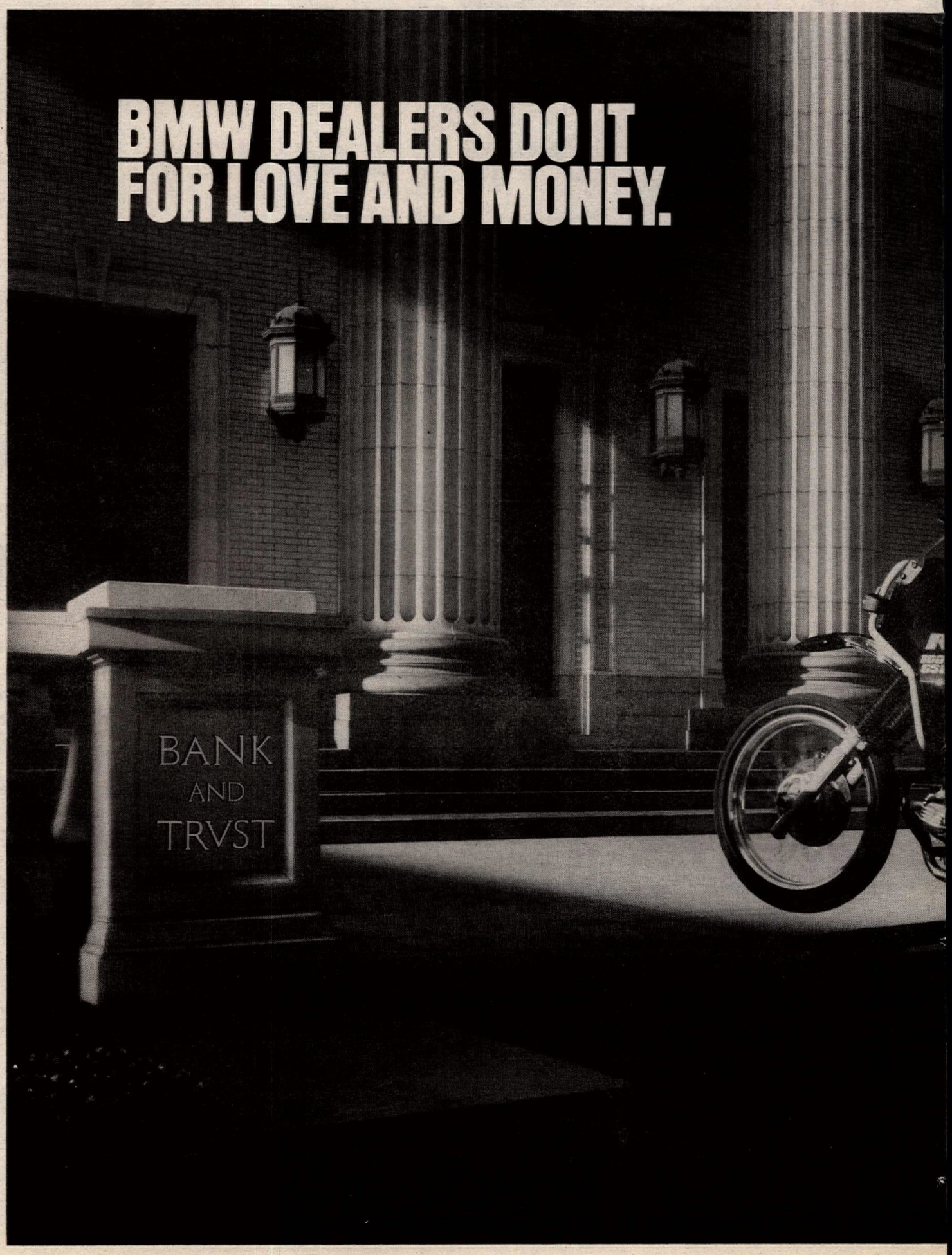
Carlos Mas was a distant fourth and hard-charging Ricard Jove crashed into the wall on the exit of turn two but was unhurt.

The promoters exercised their option to transfer "Luisake" to the main which would consist of seven riders.

Main

Morehead said he has never seen anything like the enthusiasm of the Spanish crowd or the razzmataz Las Vegas showmanship of the promoters who staged a 10-minute indoor fireworks demonstration halfway through the evening.

The crowd loved the six-lap speedway final which was won by Alun Rossiter, captain of the Poole Pirates in the British National League of



Speedway, but when the seven riders for the 15-lap short track final brought their bikes to the line all 15,000 fans were on their feet. The headlines from the morning sports sections has summed it up, "Todos contra Morehead!" ("Everybody against Morehead!").

The American decided to start from the outside although five minutes before the race he was still undecided. "If I start inside I'll be in trouble because I can't get any drive out of two, but if I start outside somebody might crash in front of me. The track is holding up real well and I can ride up high and then straight-line the apex if I can get some room."

Puig had his Grand Prix race face on and was a bundle of nerves as he waited to see where Morehead would line up. Martinez de le Rosa, whose Gilera was fitted with an extra long swingarm and heavy flywheel, chose the extreme inside and Puig lined up just inside Morehead. Arcarons was in the middle of the seven-rider line.

When the lights changed Morehead was left spinning, but while the rest of the riders dove low for the apex he rode high and nipped past four riders to come on the back straight third behind Puig and Arcarons. By the end of lap two he was in the lead and starting to pull away, but on lap eight the motor bogged in turn three and the front end pushed. The Husaberg ran wide and high and Ararons and Puig shot under Morehead and into the lead.

A lap later Morehead bumped Puig on the inside coming onto the home straight to move into second and then on lap 10 he lined up Arcarons who was blocking well on the inside. The Spaniard left just enough room for Morehead to pass him on the outside halfway down the home straight with both wheels outside the white line and about a foot from the hay bales.

Morehead went on to win by two and a half seconds, but the battle for second between Arcarons and Puig was decided only at the line. Puig tried to get past Arcarons on the outside but didn't make it, crossed up his Yamaha and crashed just after the flag. He was uninjured and received a standing ovation.

Jordi Puig was fourth, followed home by Martines de la Rosa, "Luisake" and David Domenec.

It was nearly midnight when the main ended, six hours after the start and eight hours after the opening of the doors at 4:00 p.m. But the crowd stayed on cheering and Morehead obliged them with a parade lap. The cheering continued until the speaker asked the crowd if they wanted more dirt track events to be held at Sant Jordi and after the overwhelming response of the crowd the promoters announced that a series of three more races would be run during 1991.

The Sant Jordi Challenge will be limited to Spanish riders and two invited American riders. Morehead, who is now a hero in Barcelona, will be invited to ride the entire series.

It was decided after the race that this first event would stand as a points race but that only the best three results of each rider in the four-race series would count towards the title. Points are awarded to the seven riders who make the main (10-8-6-4-3-2-1) and winner of semis also score one point. Thus Morehead with 11 points finds himself leading the Sant Jordi Challenge from Arcarons and Puig. The organizers will choose dates that do not conflict with the AMA Camel Pro Series, the Spanish Enduro Championships or the World Road Racing Championships. Next race is scheduled for Wednesday, May 1st.

Although the promoters are uncertain if Harley-Davidson will allow factory riders to participate during the regular AMA season, contacts have already been made with three-time AMA Grand National Champion Jay Springsteen.

Morehead, who won $5000 on the Husaberg, told the crowd: "I've raced in America all my life, in France and Japan too, but I've never raced in front of a crowd as enthusiastic as here in Barcelona."

It looks like Spain, where road racers enjoy movie-star popularity and trials is a major sport, has fallen in love with the dirt. And with six different brands of motorcycles among the seven finishers in the main we just might be seeing the beginning of something big that could turn American-style dirt track racing into an exciting international sport. CN

Results

TIME TRIALS: 1. Steve Morehead (51.50); 2. Alberto Puig (52.48); 3. Jordi Elias (52.61); 4. J. Martinez de la Rosa (52.91); 5. Jordi Puig (53.12); 6. Xavi Arenas (53.36); 7. Jordi Arcarons (53.51); 8. Ricard Jove (53.61); 9. Enric Escofet (54.36); 10. Ramon Riudalbas (54.47).

HEAT 1: 1. Alberto Puig (Yam); 2. Ricard Jove (G-G); 3. "Luisake" (Hon); 4. Carlos Rubio (Hon); 5. Oriol Vila (KTM); 6. Enric Escofet (KTM).
TIME: 1 min., 21.55 sec.

HEAT 2: 1. Steve Morehead (Hbg); 2. Jordi Arcarons (Cag); 3. Ramon Riudalbas (Bul); 4. Jordi Mezquita (KTM); 5. Josep Volta (KTM); 6. Juli Pujol (Yam); 7. Sergio Trallero (Kaw).
TIME: 1 min., 19.51 sec.

HEAT 3: 1. Jordi Elias (Yam); 2. Xavi Arenas (Hon); 3. Luis Chillida (Hon); 4. Eusebi Sape (kaw); 5. Carlos Checa (Yam); 6. Luis Carlos Maurel (Yam).
TIME: 1 min. 20.87 sec.

HEAT 4: 1. Jaime Martinez de la Rosa (Gil); 2. Jordi Puig (KTM); 3. Carlos Mas (Yam); 4. David Domenec (Yam); 5. Eduardo Garcia (KTM); 6. Alex Samso (Cag); 7. Jordi Soler (KTM).
TIME: 1 min., 21.32 sec.

REPESCA 1: 1. Ramon Reudalbas; 2. "Luisake"; 3. Jordi Mezquita; 4. Juli Pujol; 5. Oriol Vila; 6. Carlos Rubio.
TIME: 1 min., 23.11 sec.

REPESCA 2: 1. Carlos Mas; 2. David Domenec; 3. Luis Chillida; 4. Carlos Checa; 5. Eduardo Garcia; 6. Eusebi Sape.

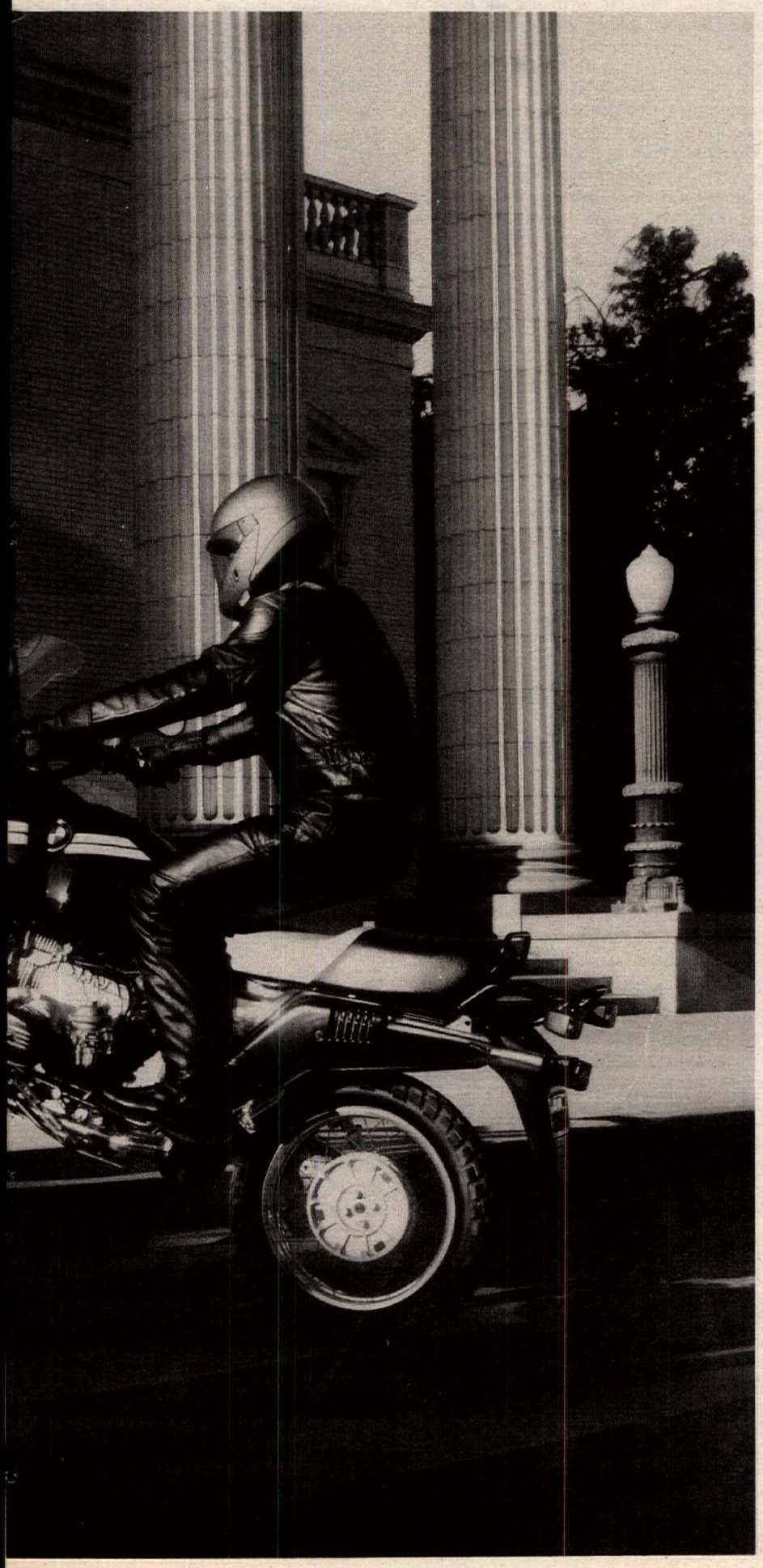
SEMI 1: 1. Steve Morehead; 2. Alberto Puig; 3. Jordi Arcarons; 4. Ricard Jove; 5. Luis Lopez; 6. Ramon Reudalbas.
TIME: 1 min., 43.63 sec.

SEMI 2: 1. Jaime Martinez de la Rosa; 2. Jordi Puig; 3. Xavi Arenas; 4. David Domenec; 5. Carlos Mas; 6. Jordi Elias.
TIME: 1 min., 43.73 sec.

LCQ: 1. David Domenec; 2. Jordi Arcarons; 3. "Luisake"; 4. Carlos Mas; 5. Xavi Arenas; 6. Richard Jove.
TIME: 1 min., 21.05 sec.

MAIN: 1. Steve Morehead (Hbg); 2. Jordi Arcarons (Cag); 3. Alberto Puig (Yam); 4. Jordi Puig (KTM); 5. Jaime Martinez de la Rosa (Gil); 6. "Luisake" (Hon); 7. David Domenec (Yam).
TIME: 3 min., 12.08 sec.

SAINT JORDI CHALLENGE POINT STANDINGS: 1. Steve Morehead (11); 2. Jordi Arcarons (8); 3. Alberto Puig (6); 4. Jordi Puig (4); 5. Jaime Martinez de la Rosa (4); 6. "Luisake" (2); 7. David Domenec (1).



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What once was, and might have been

By Michael Scott
Photos By Alan Cathcart

Four-strokes in Grand Prix road racing! It is not an idea to be taken lightly. The proposal to let them in for 1991 evoked the strongest of reactions.

To the managers of race promotion on TV, the four-strokes meant salvation — a way of bringing up the numbers on the grid to those demanded by TV networks.

To the established 500cc class riders, the four-strokes conjured up visions of second-rate riders on clapped-out superbikes, touring round and getting in the way, and from time to time blowing up and spilling oil on the racing line.

Rank optimists envisaged the early return of high-tech multi-rev screamers, starting with the oval-piston Honda NR750.

And more than one generation of rheumy-eyed fans enjoyed a revival of dear memories that range from throbbing Nortons and spluttering V-8 Moto-Guzzis through to howling red Gileras, MV Agustas and shrill multi-cylinder Hondas.

In the end, the FIM overturned the suggestion to open the 500cc class to TT-F1 machines, preferring to revise the technical rules to broaden the current overacute pyramid of technology. And never forget that four-strokes have many champions in racing's establishment, ranging from the Honda factory to several diehard management men. The idea may not go away.

Two-stroke engines have given a great deal to racing. In the course of achieving domination, begun in the '60s, confirmed in the '70s, they have unleashed unprecedented power outputs from engines of extraordinarily light weight and mechanical simplicity. And they have given birth to a generation of inspirational engineers whose sympathy with and understanding of internal combustion engines as resonating — indeed musical — devices has led to an individual hall of fame reaching from MZ's Walter Kaaden to modern luminaries like Erv Kanemoto.

But two-strokes have never won the hearts and minds of the people to the extent of their mechanically more complex (though aspirationally simpler) predecessors. Just as to the vast majority a Ducati or other twin sounds like "a real motorcycle," so also did much of the glamour of racing die with the last hopeless howls of the 500/4 MV Agusta in 1974 — the last four-stroke motorcycle to win a World Championship.

The NR500 also made the established opposition look very fast. The diminutive screamer made a symbolic racing debut at the British GP, where Mick Grant's machine leaked oil onto its rear tire and crashed in flames at the very first corner. It was lying last at the time.

Honda struggled on with the NR, eventually abandoning the radical frame for a British-designed tubular structure. But never got close enough to the two-strokes to pose anything of a threat.

Meanwhile, the machine gave ammunition to such two-stroke fans as Kenny Roberts, for it was living and almost priceless proof that whatever else they may be, four-strokes are extraordinarily complex and expensive to build, let alone to maintain or repair.

This was not always so. It was escalating power outputs, driven by the intensity of the war between the Japanese factories, which contained within itself the decisive two-stroke/four-stroke battles, that caused the escalation of expense — the leading-edge machines were always complex, but in their heyday, single-cylinder four-strokes of all capacities were the privateers' stalwart. Indeed, in the smaller classes, they were also the backbone of the factory efforts. A typical Norton, Matchless or AJS could run just about a whole season with little more than sprocket changes, refaced clutch plates, fresh chains, and the valves lapped in from time to time.

But these workaday bangers are not the stuff of legend, and it is surely the legends that deserve to be remembered. Machines like the Gileras and MV Agustas, and Moto-Guzzi's astonishing variety of racers ranging from singles to wide-angle V-twins and ultimately to the legendary V-8 — the Italians espoused exponential complexity when Mr. Honda was still bolting putt-putt engines onto bicycles.

The GP four-strokes represent a fascinating array of machines, but because it is necessary to pick a starting point, and true World Championship GP racing only began in 1949, we must reluctantly discard a few wonderful creations from this impromptu survey.

Thus the pre-WWII supercharged confections can only be given a backward glance. The new World Championship was instituted under a post-war ban on supercharging, which changed the technical profile of racing. Among the bikes that don't fall within our ambit are the Velocette "Roarer" a wonderful twin-crank two-cylinder blower whose exploits were terminated prematurely by war; and the blown flat twin racing DMWs. Another sad casualty is AJS's overhead cam supercharged V-4, another short-lived extravagance.

It was an AJS that opened the scoring after the war, winning the first World Championship in the hands of Artie Bell. The machine was a twin-cam parallel twin with spiky finning atop the forward-canted cylinder heads, hence the deathless nickname "Porcupine."

This was a time of post-war austerity and very variable-quality fuel. This last factor favored simpler machines, if for no other reason than that fewer cylinders could easily be spaced to vary the compression ratio to suit the gasoline of the day.

Even so, power was — well, powerful, and the way to get it was by increasing revs, a goal achieved instantly by adding more cylinders with smaller and lighter reciprocating parts.

The Gilera, which triumphed in 1950, used a definitive four-cylinder twin-overhead-camshaft engine little different in overall design from a modern unit, but for its strictly hemispherical combustion chamber. With its cylinders and handsome cam covers canted forwards, it was a direct development of the earlier Rondine, a pre-war supercharged 500 four, and its wailing note sent shivers down the spine. Its biggest drawback, against the archetypal Norton single, was its width and weight, which imposed great demands on the primitive frame technology of the time, and gave rise to a number of experiments with rear suspension. Italian designers favored parallelograms and other elaborations, although Moto-Guzzi developed a prescient underslung monoshock system that has echoes in today's rising-rate systems.

Norton, meanwhile, stuck with their faithful single, and exploited its slim build and relatively light weight with one of the most important advances in frame design of all time — the legendary Featherbed of 1950. This twin-cradle affair with its simple pivoted trailing rear fork (ever since misnamed swing-arm, forcing modern true swing-arm systems to be dubbed "single-sided") set a fashion for frame design that was only superseded in the last decade, with fabricated spine frames such as Yamaha's Deltabox.

Thus while Masetti's Gilera took the 1950 and 1952 titles, road-racing genius Geoff Duke managed one more 500cc title (1951) and two more in the 350cc class for Norton, with a triumph of riding ability and machine agility over brute force. By now, as well as the Gileras and AJS and Guzzi twins, Norton's trusty pre-war design was facing a new competitor — MV Agusta, plaything of bike manufacturer and wealthy industrialist Count Agusta, and to become one of the greatest names in racing. We will hear the name again.

Nobody could say that the current generation of symbiotic sports bikes/race bikes are going to replace that glamour. The fact that you can take the headlight off a street bike and expect to be halfway competitive makes brilliant street bikes, but unexciting racers.

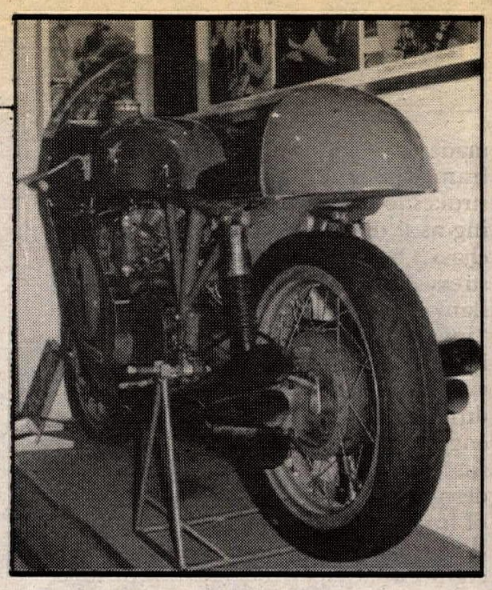
Rather, we need loosely framed rules that will revive exotic prototypes, of course, like the Norton Rotary which, although not exactly a four-stroke, isn't a two-stroke either.

But the real bike one would like to see is the Honda NR750, the oval-piston 32-valve charger that, by no coincidence, is a direct descendent of the last four-stroke in 500cc class GP racing.

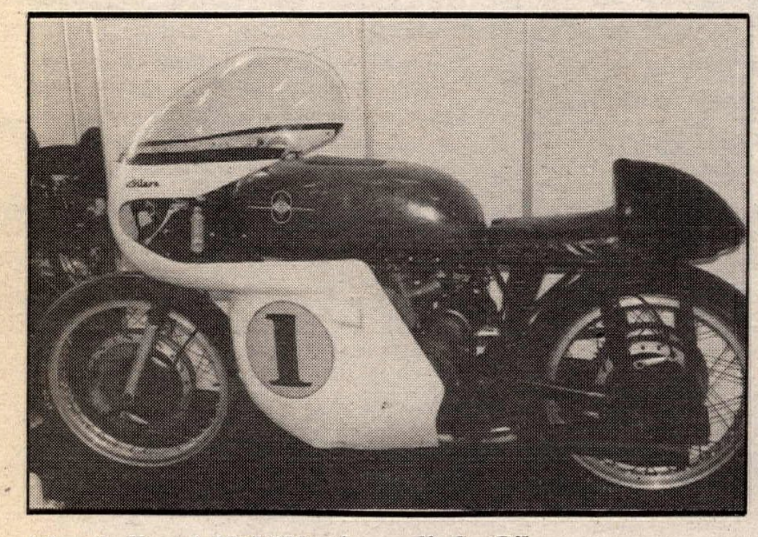
Honda's NR500 had an inglorious career, fully earning the scornful nickname "Never Ready" — but it was a glorious machine all the same, as anyone knows who saw and heard Freddie Spencer running it up to 22,000 rpms and fifth overall at Silverstone for its final GP outing in 1981 or in its one appearance in America at Laguna Seca the same year where it sat on the pole for the National. He did not finish the Silverstone race, nor did he finish at Laguna Seca, and subsequent accusations that the machine was oversize, and that he retired deliberately at Silverstone, serve only to add further clouds of mystery to a very contentious exercise.

Honda admitted in the end that they had been hoist by the rule book. Had they been allowed to fit their defiant four-stroke with more than the permitted four cylinders, they felt they could have put it on equal terms with the two-stokes. It is debatable, but worth debating; for they came reasonably close with what they were allowed to build, even if they had to push technology to the outer limits, at a cost they have never revealed, but which was surely more than any other manufacturer could contemplate.

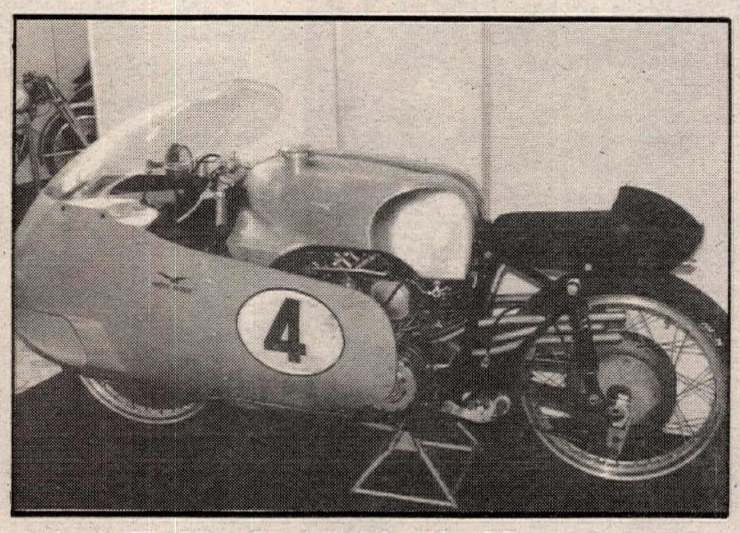
The NR500 was nothing if not exotic. It first appeared in 1979, and



MV's 1957 six-cylinder 500.



More Italian: A 1957 500cc four-cylinder Gilera.



A classic: The Moto Guzzi V-eight 500cc GP racer.

made the established field of tubular-framed Suzuki and Yamaha two-strokes look very old-fashioned, boasting as it did an advanced monocoque chassis which was almost a car-style stressed skin affair, since the fairing flanks were the frame; and prophetic "inverted" front forks. The engine may have been the most radical four-stroke ever built, and (unless you know different) was the only reciprocating engine not to have round pistons — instead they were flat-sided ovals, designed to make room for paired rows of four-valves in pent-roofed combustion chambers, making an unrivalled eight valves per cylinder. These pistons required a pair of connecting rods to keep them level, leading one spy who spotted the crankshaft to assume that the engine was in fact a V-8.

Back to the Fifties: Duke had known for a long time that the racing future lay with multi-cylinder engines. He joined Gilera, and won three more 500cc class championships on the fast fours.

Before the advent of the two-strokes, and the urgent need to get more power, it seems in retrospect that elaborate four-strokes were built as much for reasons of concept and personal enjoyment — although doubtless it didn't seem that way at the time.

No manufacturer explored the various possibilities to the extent of Moto Guzzi. Having doubled up their successful 250 single in a wide-angle (120-degree) 500 of race elegance (and considerable success), they soon espoused engineering complexity in the quest to catch up with the multis.

Their four-cylinder was unique in disposing the crankshaft longitudinally. The 1953 machine won its first race, but thereafter was disappointing — but Guzzi had something far more extravagant on the drawing boards . . . bike racing's first and last V-8.

The V-8 presaged modern twin-crankshaft design, and was thus really a pair of straight fours, on a common crankcase and disposed at 90 degrees. In its first incarnation, it produced 60 bhp at 12,000 rpm, along with a sound of manifold complexity, mixing shrieks and growls within a throbbing howl.

Its best result came in 1957, by when power output had climbed to 80 bhp, when it placed fourth in the Isle of Man TT, and it is certain that the machine had not yet reached its full potential, for it proved a handful to get the awesome but finicky beast running right. The greatest problem by far was in the supply of fuel — the Guzzi used eight tiny carburetors interlocked inaccessibly within the vee, with necessarily small float chambers. Along with problems of vibration, it was difficult even to keep them topped up for long, and the V-8 never went very far without skipping a beat.

After 1957, the Italian manufacturers pulled out of racing, after a squabble with the FIM concerning planned technical limitations. All except for MV Agusta, who broke the gentlemans' agreement and carried on, succeeding to an unrivalled 17 years of straight domination of the 500cc class.

The lack of serious opposition (Norton was still plugging away with their singles) may devalue this achievement, and meant that MV was able to pursue a relatively leisurely development course with their twin-cam fours — but the MV fire engines remained superb examples of technology, and remained unbeaten when no less a foe than Honda eventually came along.

They were in every way classic four-stroke engines, with twin camshafts sprouting proudly atop the cylinder heads, and two valves per cylinder. Early MVs used shaft drive, switching to a chain in 1952 without entirely banishing the handling problems that were to persist for many years.

They were always lovely machines. The Italians remained faithful to a train of straight-cut gears running up between the middle cylinders to drive the camshafts, adding an extra rattling shriek to the general and mellifluous cacophony. One aspect of the engines that remains unique was what might be termed the "QD" (quickly detachable) crankshaft. Rather than locating the roller-bearing crankshafts directly within the casings, the MV attached the crank webs directly to the cylinder block, which could then be lowered into (or lifted out of) the wet-sump casings without disturbing the installation.

MV was eventually forced to accelerate development in the mid-60s, when they produced a thoroughly updated three-cylinder screamer which soon acquired four valves per cylinder; and for their swan song in 1973 and 1974 they produced a final four.

It goes without saying that the pressure came from Japan, from two-strokes and from Honda, upon whom it fell to fight the last rearguard four-stroke battles.

The Japanese giant did so at first with faltering steps, with a low-key visit to the Isle of Man TT in 1959; but as they gained industrial strength they produced an even bolder and more prolific variety of adventurous (if not actually innovative) designs that reached apotheosis with their screaming 20,000-plus rpm five-cylinder 125 and six-cylinder 250 and 350, and culminated in the NR500 mentioned above.

Honda was fighting on two fronts — against a rising tide of two-strokes in the smaller classes, and against the established MV four-stroke dominance in the 500cc class.

The battle in the 350, 250, 125 and (from 1962) the 50cc classes was probably the most interesting and fertile period technically that we shall ever know. Two-strokes were making great strides in development as designers realized how to harness their resonating frequencies to improve power. Simultaneously, MZ's Walter Kaaden was perfecting asymmetric induction by means of disc valves, and the predominately single-cylinder four-strokes — MVs, desmodromic (three-cam) Ducatis, Moto Guzzis, FB Mondials, Moto Morinis, Benellis et al — were already under pressure. Then Yamaha appeared on the scene, and Suzuki, who usefully acquired MZ's disc-valve technology via Ernst Degner, who defected from East Germany in 1961.

Honda's response carried revs, cylinder numbers and piston speeds to unprecedented heights, as the ever-improving two-strokes ran the designers to the limit, fitted from the start with four valves per cylinder, the only option was to reduce the size of the pistons, and their rate of improvement was powered by massive investments as their early twins grew to use four, five and ultimately six tiny cylinders. In 1960, their single cylinder 50cc racer produced 10 horsepower at 14,000 rpm: two years later their 125cc four revved to 16,000, and used an eight-speed gearbox; in 1965 the 125, ridden by Luigi Taveri, had five cylinders and had broached the 20,000 rpm mark.

The 250 grew from four cylinders to six in 1964 (the 350s were enlarged versions of 297cc), and the class saw fierce fighting with Yamaha, whose two-strokes ended up as twin-crank V-4s not unlike their modern YZRs.

In those days, when Honda entered, they didn't always win. They had particular trouble with Suzuki in the 50cc class, with only one rider's title; and with Yamaha as well in the 125s. But they held the whip hand over Yamaha in the 250cc class, and had a straight run of wins from 1962 to 1967 in the 350cc class. Honda could be equally proud of their manufacturers' title record, with a peak in 1965 of victory in all five solo classes.

But the ultimate honor — an individual rider's 500cc class title — eluded them. It took a philosophical reversal and a switch to two-strokes for Honda finally to win the 500cc crown, when Freddie Spencer narrowly defeated Kenny Roberts in 1983. Their four-stroke 500s (they may have built other engines, but they never raced them) had the horsepower, but they seemed constitutionally unable to cure their wayward handling, and even the legendary Mike Hailwood could never summon the season-long resources required to topple MV Agusta.

Then in 1969 the FIM stepped in again, once again with a set of restrictive legislation to call a halt to the spiralling technical complexity. The new technical rules mostly remain in force to this day — noise regulations that punished the deep-bellowed four-stroke howlers: restrictions to the number of cylinders (to a maximum of four cylinders for the 500cc class, two for the 250/350 and 125cc); and a limit of six gears, among other things. The Japanese factories withdrew in protest just as the Italians had done 13 years earlier.

This marked the dawn of a new era in the smaller classes, in which privateers and European tiddler manufacturers alike rejoiced, with production (or semi-production) Yamahas taking over the 250s, and Kriedler and Derbi (among others) poking their heads up in 50 and 125cc classes.

By then, the battle had been won. In terms of the current legislation, and without the help of turbocharging or supercharging, four-strokes could never match two-strokes for horsepower.

Even so, it took a bit of time to sink in. In the larger classes, two-stroke engineers were still developing the technology and metallurgy that would allow the revs they needed with bigger pistons, and MV Agusta remained to fight a rearguard action. The Italians hung on to control in the 350cc class until 1973, and in the 500cc class for one year longer. But it was only a matter of time, as their longtime rider Giacomo Agostini knew well, and he switched to Yamaha to win a final 500cc crown in 1975. It was the first success for a two-stroke in what FIM President Jos Vaessen rightly calls "The Kings' Class", and they have held control ever since.

Measured by riders' titles, two-strokes had taken control of racing step by step, starting the domino effect in the 50cc class in 1966, since then no four-stroke ever won it again. The same landmark came in 1967 in the 125cc class, three years later in the 250cc class, and the now-defunct 350cc class in 1974. The last bastions — the sidecars and the 500cc class fell to the invaders in 1975. And nothing could ever bring them back but the most artificial inducements, or radical new rules that would charge the fundamental way of racing engines by cubic capacity.

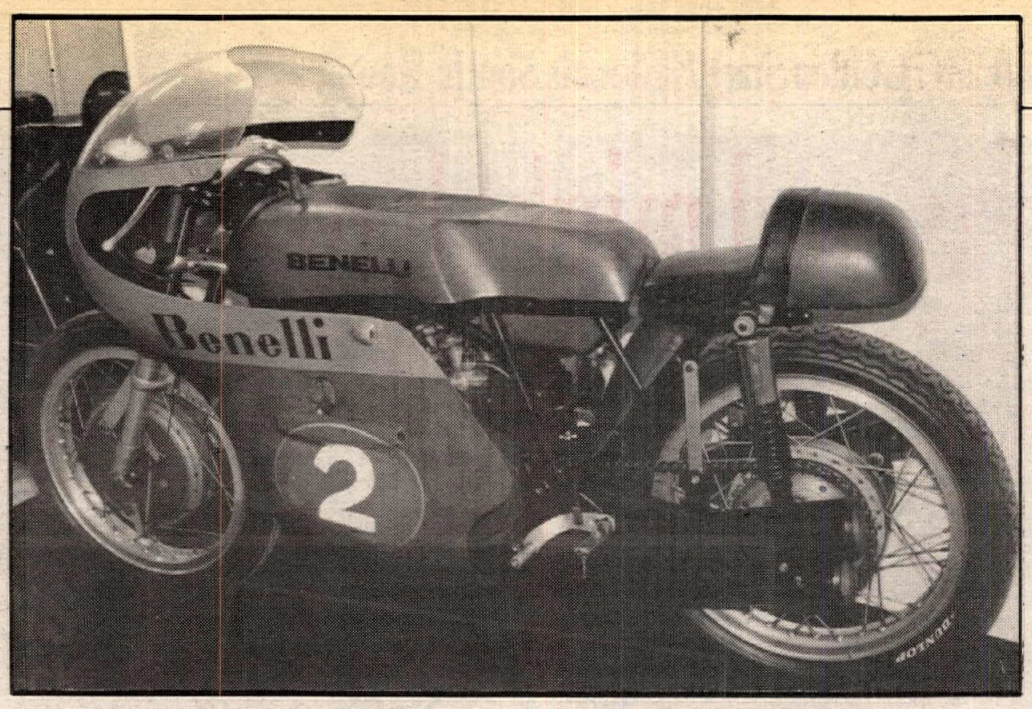
A tragic post-script: the last four-stroke to win a 250cc title was Kel Carruthers' Benelli in 1969. The same machines were still soldiering on in 1973, although the task was basically hopeless — dated two-cam four-cylinder screamers against the ever-improving Yamahas; and at Monza in the 250cc GP one of them spilled its guts out on the racing line when it blew up.

In the subsequent 350 race, there was a mass pile-up on the first lap on one of the circuit's magnificent (pro-chicane) fast bends. Among a number of serious injuries, two riders were killed . . . popular Italian Renzo Pasolini and rising Finnish Yamaha star Jarno Saarinen.

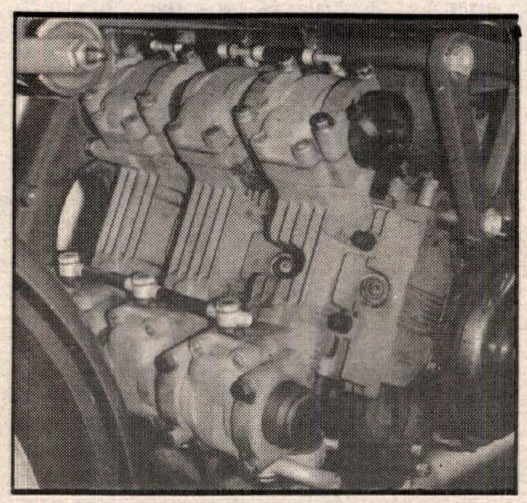
Saarinen was rated as a road-racing genius, a talent large enough to have made history. He was already making an impact on the 500cc class with the Yamaha, and had his career not been ended so prematurely, might have defeated the MV Agustas sooner.

A tragic waste of a brilliant rider — and a doom-laden story that is as full of relevance today as it was then.

Four-strokes may have been sadly missed from GP racing, but nobody wants to see anymore oil-spill crashes. CN



The four-cylinder 250cc Benelli.



The 1940 three-cylinder Moto Guzzi.

MOTOCROSS NGK/CMC Golden State Nationals South: Round 5

Mike Healey (1) led Ryan Hughes (37) early in the first 250cc Pro moto, but dropped back to fourth at the finish. Hughes won both 250cc motos.

Mike Williams (72) led Philip Worster (12) and Jim Langston (63) in the 250cc Junior class. Langston got by to finish fourth overall.

Hughes, Healey best at Barona Oaks

By Donn Maeda

RAMONA, CA, FEB. 3

Local favorite Ryan Hughes made easy work of both the 125cc and 250cc Pro classes at Barona Oaks Raceway, overcoming a pair of first lap crashes to sweep every moto in which he competed. Mike Healey motored his factory KTM to a pair of convincing moto wins in the 500cc Pro class to take top honors at the Golden State Nationals round.

Erik Kehoe took the early lead in the opening 125cc Pro moto, with Tommy Clowers, Mike Young and Hughes in tow. Hughes wasted no time, and quickly mounted a charge towards the front. The 17-year-old used a tricky jump section comprised of a pair of tabletops and a double jump to overtake his competitors. Hughes made a large double out of the two tabletops and soared over the heads of both Young and Clowers. Hughes then set after Kehoe, and at the halfway point of the eight-lap moto took over the lead as they navigated the same jump section. Once out front, Hughes pulled out to an insurmountable lead and cruised to the finish. Kehoe held onto second place, well ahead of Clowers and Young.

"I felt good out there," said Hughes. "That set of jumps seemed to work really well."

Kehoe stormed out of the gate in the second moto with Clowers, Young and Eddie Hicks in hot pusuit. As Kehoe began to establish a lead, Hughes collided with Pete Murray in the whoop section and went down. After remounting near the back of the pack, Hughes mounted a charge that carried him into fourth place by lap three of the eight-lap moto. Hughes stuffed his way past Young and Clowers as they navigated the double jump section.

Hughes then began to reel in Kehoe, but the Honda rider would not be passed easily. Hughes looked to use the same jump to take the lead, but this moto Kehoe made the same leap. Hughes finally found his way past in a banked turn, and pulled out to a small lead by the moto's end. Kehoe finished a safe second, well ahead of Young and Clowers, who suffered a blown head gasket.

"I got a little squirrely in the whoops and went down," said Hughes."Once I got up I felt confident that I would catch up though."

Team Green's Larry Brooks led the way in the opening 250cc Pro moto, but shadowing him were Healey, Hughes and Kehoe. Hughes lost control in an off-camber turn and went down, but quickly remounted and set after Kehoe. Hughes took over third place when Kehoe went a little wide in a fast sweeper, then worked past Healey in the whoop section and set his sights on Brooks. Hughes hounded Brooks, and found his way past in the double-jump section. Meanwhile, Kehoe stormed past Healey and mounted a charge that brought him within inches of Brooks at the finish line. Hughes greeted the checkered flag ahead of Brooks, Kehoe and Healey.

"Brooks was riding good," said Hughes. "I was able to get by him in the jump section, though."

"I got a great start," said Brooks. "I felt good out front, but I'm feeling kinda sick today, and I made a couple mistakes that cost me."

Hughes worked into the lead position early in the second moto and pulled out to a commanding lead over Kehoe, who had displaced Healey near the halfway point. Healey appeared content in third place, well ahead of Brooks, who finished fourth after suffering a mediocre start.

"Everything went really well today," said Hughes. "I've ridden here quite a bit, and I knew where I'd be stronger."

Healey grabbed the holeshot in the first 500cc Pro moto, with Billy Frank, Ryan Carlisle and Mark Banks snapping at his rear fender. Healey immediately began to establish a commanding lead, while Frank fought off the charges of Carlisle. For all intents and purposes, the race was over, as Healey took a convincing win over Frank and Carlisle.

"That was fun," said Healey. "With Willie (Surratt) hiding up north, I don't seem to have much competition in this class."

"I'm feeling better each week," said Frank. "It's been hard coming back to racing after so much time away, but I'm getting my speed back."

Frank stormed out of the gate in moto two ahead of Healey, Carlisle and Dan Berg. Frank led the way for the first two laps, but swapped as he navigated a large double jump and went down hard. Healey just missed the downed rider and inherited the lead. Carlisle scooted into second place ahead of Berg. Frank remounted a bit shaken, but quickly worked his way back to the front of the pack. Frank bounced past Berg in the whoop section, but ran out of time before he could challenge Carlisle. Healey took an easy win, followed by Carlisle, Frank, and Banks, who nipped Berg on the penultimate lap.

"It looked like it was gonna be a good race, but Frank must've thought he was a bird," said Healey with a smile. "Too bad he did that big nose dive, he must've been looking for worms or something."

"I think I set the record for the most air over that jump," joked Frank. "I didn't expect to land that hard, and I just lost it."

Pete Murray had the quickest clutch hand among the Vet Pros, leading Broc Glover, Gary Semics and Tim Lunde onto the track. Glover forced his Pro Circuit/Thor/Powerbar-backed Honda past Murray in a set of tight turns and proceeded to pull away to a uncontested win. Murray held a strong second throughout the moto, well ahead of Semics.

"Did you see that pass?" asked Glover with a smile. "I thought it was a pretty good one, but I didn't mean to bump him like that."

"Glover ripped me off pretty bad," laughed Murray. "Once he got by me, I wasn't really worried about holding down second."

Murray grabbed another holeshot in moto two, ahead of Glover, Ron Turner, and Semics. Glover snuck underneath Murray as they entered a fast corner and pulled out to another commanding lead. Murray rode to a lonely second, while Turner held off the advances of Semics to finish third.

"I had a better line through the whoops," said Glover. "I was able to take the inside line in the following turn."

"I thought I was going good and all of a sudden he passed me," said Murray. "Sneaky guy!"

Chris Ridgeway scored the overall win in the 500cc Intermediate class with 1-2 moto finishes. Ridgeway smoked off the line in the opening moto and rode to an uncontested win over Brett Bierek and Ray McIntosh. Ridgeway grabbed another holeshot in the second moto, but seemed to tire in the closing laps and allowed McIntosh to scoot by. McIntosh earned second overall with his second moto win.

Jimmy Varis roosted to the overall win in the 60cc 0-8 class, by dominating both motos with ease. Scott Conley followed Varis across the line in moto one, just ahead of Monte Montague, but went down in moto two and dropped to seventh. Montague chased Varis across the line in moto two, followed by Justin Scullen and Jason Larkin.

Steve Stewart left the 125cc Junior class behind, as he danced his Suzuki across the finish line well ahead of the pack in both motos. Erik Lindstrom and Corey Holcomb traded positions in both motos, with Lindstrom coming out on top for second overall.

Damon Huffman continued his winning streak in the 250cc Intermediate class. Huffman worked to the front of the pack early in both motos and cruised without challenge to both moto victories. Timmy Staufenbeil blasted to a solid second place over Rob Drew in the first moto, but suffered a poor start in the second round. Ridgeway barely held off a hard-charging Drew in the second moto, but still finished third behind Drew in the overall tally.

Robert Fortier and Gary Doggett traded moto wins in the Old Timer Master class, but it was Fortier who won the second and deciding moto. Jim O'Neal rode to a pair of distant third-place finishes. CN

Results

P/W STK: 1. Daniel Blair (Yam); 2. Jonathan Shimp (Yam); 3. John Hopkins (Yam); 4. Michael Blose (Yam); 5. Brandon Whitt (Yam).

P/W MOD: 1. Daniel Blair (Yam); 2. Jonathan Shimp (Yam); 3. Bryan Jaramillo (Itj).

60 9-11: 1. Jimmy Varis (Kaw); 2. Monte Montague (Kaw); 3. Justin Scullen (Kaw); 4. Scott Conley (Kaw); 5. Jason Larkin (Kaw).

60 0-8: 1. Daniel Blair (Kaw); 2. Chris McNatt (Kaw); 3. Toby Gorgensen (Kaw); 4. Jonathan Shimp (Kaw); 5. John Hopkins (Kaw).

80 9-11: 1. Joshua Tarantino (Suz); 2. Jimmy Varis (Suz); 3. Steve Wisdom (Kaw); 4. Terrana Malan (Kaw); 5. Scott Conley (Kaw).

80 BEG: 1. Jimmy Varis (Suz); 2. Jimmy O'Neal (Hon); 3. Joshua Tarantino (Suz); 4. Casey Lytle (Hon); 5. Tim Tilton (Suz).

80 JR: 1. Paul Ito (Suz); 2. Andy Harrington (Kaw); 3. Lyle Danuser (Kaw); 4. Jon Raymond (Suz); 5. Jason Howard (Kaw).

80 INT: 1. Jason Partridge (Kaw); 2. Tyler King (Suz); 3. Ted Campbell (Hon); 4. Scott Johnson (Suz); 5. Ryan Clark (Suz).

80 EX: 1. David Pingree (Suz); 2. Steve Hengeveld (Kaw); 3. Terry Parsons (Hon).

125 BEG: 1. Shane Scarpiello (Suz); 2. Danny Tavares (Kaw); 3. Chris Allen (Suz); 4. Jason Cauldfield (Suz); 5. Ricky Fernandez (Suz).

125 JR: 1. Steve Stewart (Suz); 2. Erik Lindstrom (Hon); 3. Corey Holcomb (Suz); 4. Shay Fretwell (Suz); 5. Tracy Asher (Suz).
125 INT: 1. Damon Huffman (Kaw); 2. Dan Ulven (Kaw); 3. Chris Ridgeway (Suz); 4. Jimmy Weitzel (Yam); 5. Tim Staufenbeil (Hon).
125 PRO: 1. Ryan Hughes (Kaw); 2. Erik Kehoe (Hon); 3. Mike Young (Suz); 4. Tommy Clowers (Kaw); 5. Eddie Hicks (Suz); 6. Terry Fowler (Suz); 7. Pete Murray (Suz); 8. Jason Frenette (Hon); 9. Todd Mitchell (Suz); 10. Dean Grant (Hon).
250 BEG: 1. Doug Gust (Hon); 2. Brian Magee (Suz); 3. Cameron Steele (Suz); 4. Ben Anderson (Hon); 5. Jeff Wilson (Yam).
250 JR: 1. Shigeo Nishimura (Yam); 2. Steve Lawler (Yam); 3. Tracy Asher (Suz); 4. Jim Langston (Hon); 5. Mike Williams (Kaw).
250 INT: 1. Damon Huffman (Kaw); 2. Rob Drew (Yam); 3. Chris Ridgeway (Suz); 4. Dan Ulven (Kaw); 5. Stephen Mitchell (Yam).
250 PRO: 1. Ryan Hughes (Kaw); 2. Erik Kehoe (Hon); 3. Larry Brooks (Kaw); 4. Mike Healey (KTM); 5. Tommy Clowers (Kaw); 6. Eddie Hicks (Suz); 7. Ryan Carlisle (Kaw); 8. Mike Young (Suz); 9. Danny Anderson (Kaw); 10. Grandpa Murray (Suz)
500 BEG: 1. Kevin Peoples (Hon); 2. Aaron Ginn (Hon); 3. Randy Van Dyke (Hon); 4. James Davis (Hon); 5. David Westfall (Hon).
500 JR: 1. Todd Sweaney (Hon); 2. Randy Izydorek (Hon); 3. Kenny Maddux (Hon); 4. Erik Lindstrom (Hon); 5. Shigeo Nishimura (Hon).
500 PRO: 1. Mike Healey (KTM); 2. Ryan Carlisle (Kaw); 3. Billy Frank (Hon); 4. Mark Banks (KTM); 5. Dan Berg (Kaw); 6. Juan Benavidez (Kaw); 7. Ron Turner (Hon); 8. Gary Ybarra (Hon).
500 INT: 1. Chris Ridgeway (Kaw); 2. Ray McIntosh (Kaw); 3. Brett Bierek (ATK); 4. Brad Sloan (Hon); 5. Bryan Curtis (Hon).
UTH INT: 1. Bryan Curtis (Hon); 2. Ty Swartz (Hon); 3. Loren Pochirowski (Hon); 4. Steve Fernardez (Hon); 5. Danny Pacheco (Hon).
UTH JR: 1. Chuck Bennett (Suz); 2. Keith Johnson (Kaw); 3. Mark McPerry (Kaw); 4. Jeffrey Pittman (Suz); 5. Melton Morales (Suz).
VET JR: 1. Del Ocheltree (Hon); 2. Jim Harris (Hon); 3. Ron Palmer (Yam); 4. Frank Emerson (KTM); 5. Steve Glatts (Kaw).
OT INT: 1. Dennis Adam (Yam); 2. Jay Biery (Yam); 3. Terry Judd (Yam).
VET MSTR: 1. Jon Miller (Yam); 2. Rod Richardson (Kaw); 3. Bob Tippit (Kaw); 4. Tim Marsh (Hon).
VET INT: 1. Steve Lawler (Yam); 2. Jim O'Neal (Hon); 3. Jim Morgan (Yam); 4. Rudy Chavez (Hon); 5. Robert Hansen (Suz).
VET PRO: 1. Broc Glover (Hon); 2. Pedro Murray (Suz); 3. Ron Turner (Hon); 4. Gary Semics (Hon); 5. Tim Lunde (Hon).
OT MSTR: 1. Robert Fortier (Hon); 2. Gary Doggett (Hon); 3. Jim O'Neal (Hon): 4. Lars Larsson (Yam); 5. Lars Johansson (Yam).
OT JR: 1. Robert Wyckoff (Hon); 2. Frank Beracia (Yam); 3. Clive Cheffins (Hon); 4. Rob Lytle (Hon); 5. GQ Larry Kirsch (Hon).
WMN INT: 1. Val Roberts (Yam).
WMN JR: 1. Susan Lee (Kaw); 2. Jamie Pamintuan (Suz).
BEG: 1. Lindsay Lytle (Hon).

NGK/CMC Golden State Nationals North: Round 5

Surratt scores again at Marysville

By Nuklear Neukam

MARYSVILLE, CA, FEB. 3

Willie Surratt returned to Marysville's "E" Street track and like he did two weeks prior, cashed in with the win in both the 250 and 500cc Pro classes.

Surratt added another $6500 to his already considerable earnings. Counting per-race purses and Honda contingency money, the Team Guinta/Pro Circuit-backed rider's total winnings thus far in the GSN Series amount to approximately $25,000! "I should be pretty well set when I head to Europe," said Surratt, regarding his contract to ride the 125cc GPs this year for Team Guinta. "I didn't feel like I was riding all that good today, but I guess it was fast enough to win."

Yoko/Suzuki-sponsored Tallon Vohland traded moto wins with Rodney Smith in the 125cc Pro class and claimed the overall win. Vohland was runner-up in the 250cc battle, while Smith played second fiddle to Surrate in the big-bore class. Senco/Jensen Fasterners/FMF/Honda-sponsored Dave Coupe surprised few as the local hero whipped the competition in the Vet Pro class and also scored third overall in the 125cc Pro class.

Smith roosted into the lead of the first 250cc Pro moto with a string of Suzukis and a Honda hot on his tail. Kelly Andris settled in at second while Surratt, Vohland and Lowell Thomson rounded out the top five after a lap. Vohland soon blasted into second while Surratt pressured from third. Smith maintained the lead until late in the moto when Surratt began his charge and slipped past Vohland. Once into second, Surratt quickly motored past Smith and into the lead. Vohland diced with Smith, and on the last lap took control of second place.

"I thought I was gonna get smoked that moto," said Surratt. "Then things started clicking."

Moto two started out with Surratt and Vohland at the head of the pack. The two riders set a blistering pace as they dueled for the lead, while Smith was working up from a midplace start. At midmoto, Vohland took the lead but a lap later Surratt was back in front and held on for the win. Vohland was again second with Smith a distant third.

Smith got the holeshot in both 500cc Pro motos, but Surratt wasted little time wrestling the lead away. Smith had to contend with Holland's Carlo in the first moto, as they mixed it up until the white flag. Smith took control of second on the last lap and held to the checkered. Hulsen finished third with Rex Staten and Eric McKenna fourth and fifth, respectively.

Moto two ended much the same as the first with Surratt claiming the win and the overall from Smith while Hulsen was again third ahead of Staten. Jim Ellis took fifth this moto for fifth overall.

Vohland and Smith offered the fiercest battle of the day in the 125cc Pro class. Smith shot into the lead of the first moto with Dave Coupe, Dean Matson, Vohland and Jon Nelson in close proximity. Vohland passed Matson and diced with Coupe for a couple of laps before advancing to second and closing in on Smith. Just after the halfway point. Vohland charged to the inside of Smith, got out of shape, and the two went down.

"I was going to race him on the inside but I hit a hole and lost control and we crashed," explained Vohland of his passing attempt.

Smith remounted first and still held the lead, while Vohland resumed racing in fourth place. With two laps to go, Vohland worked past Coupe and into second. Coupe was third, Matson fourth and Nelson fifth.

Vohland led from start to finish in moto two, while Smith finished second and second overall for the day. Consistent riding put Coupe in at third for the same overall while Matson followed in at fourth. Matson, however, was disqualified for pit riding and Tim McClintock was credited for fourth.

The Vet Pro class was all Coupe's as he roosted into the lead of both motos at the start and went untouched to the win and the overall.

"I was really concentrating on my starts and I guess it paid off," said Coupe.

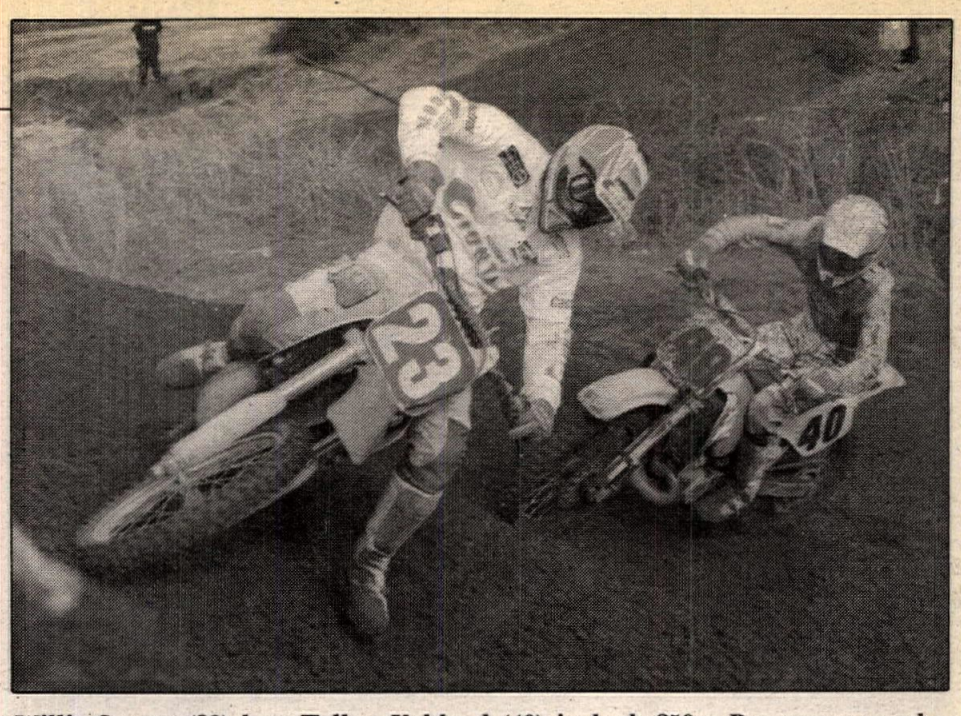
McKenna claimed second overall with a 3-2 score while Staten, who was competing with a fractured wrist, finished third overall. Staten followed McKenna closely in the first moto and worked on the last lap. Staten had to work a little harder in round two, as he started deep in the pack and could only make it to third by the moto's end.

In the 80cc Intermediate class, John Leddy survived a couple of crashes to capture the overall win with a 1-3 tally. Leddy roosted his Suzuki to the win in the first moto, after Aaron Cantrelle crashed in the early going. Danny Roberts was second.

Cantrelle ran away in moto two while Leddy sampled soil and finished third, still enough for the overall. Cantrelle was second overall, while Williams claimed third overall.

Steve Ferroni dominted the Old Timer Master class with a pair of moto wins. Larry Hartnett was second both motos, while Bill McClinton finished third overall.

After a fourth overall in the 250cc Beginner class behind winner Derek Watkins, Joe Brown, and Kevin Felkins, Steve Storie came out in the 500cc Beginner class with a vengence. Storie traded moto wins with Felkins and gained the overall win with his second moto victory. Felkins was second overall and third overall went to Fred Morris. CN



Willie Surratt (23) beat Tallon Vohland (40) in both 250cc Pro motos to take the overall win. Surratt also won the 500cc Pro class.

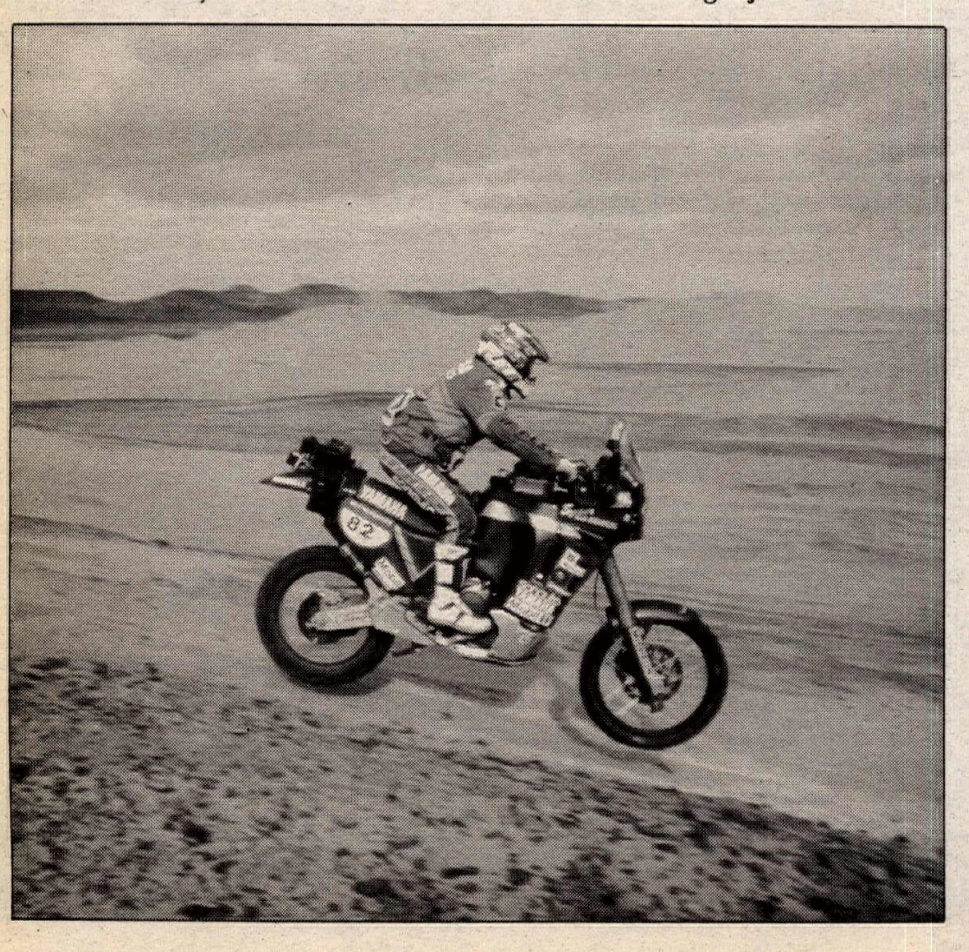
Tyler Hummel (23) dove underneath Shane Esposito (37) in the 125cc Intermediate class, but Esposito passed him back to take third overall.

Results

125 PRO: 1. Tallon Vohland (Suz); 2. Rodney Smith (Suz); 3. Dave Coupe (Suz); 4. Tim McClintock (Suz); 5. Steve Nelson (Suz); 6. Todd Nelson (Suz); 7. Jack Azevedo (Suz); 8. Pete Piantanida (Suz); 9. Jon Nelson (Suz); 10. Pat Gomm (Hon).
250 PRO: 1. Willie Surratt (Hon); 2. Tallon Vohland (Suz); 3. Rodney Smith (Suz); 4. Lowell Thomson (Suz); 5. Kelly Andris (Suz); 6. Ron Allen (Suz); 7. Sean Conley (Kaw); 8. Randy Chapman (Suz); 9. Jon Nelson (Suz); 10. John Stark (Kaw).
500 PRO: 1. Willie Surratt (Hon); 2. Rodney Smith (Hon); 3. Carlo Hulsen (Hon); 4. Red Staten (Hon); 5. Jim Ellis (Hon); 6. Sean Conley (Kaw); 7. Eric Sandstrom (Hon); 8. Eric McKenna (Hon); 9. Brandon Reyes (Kaw).
VET PRO: 1. Dave Coupe (Hon); 2. Eric McKenna (Hon); 3. Rex Staten (Hon); 4. Jim Ellis (Hon); 5. Warren Hickman (Hon); 6. John Dauth (Kaw); 7. Jarry Caton (Hon); 8. Mike Todd (Hon).
125 INT: 1. Danny Nelson (Kaw); 2. Jeff Brownlee (Suz); 3. Shane Esposito (Yam); 4. Michael Stanton (Kaw); 5. Chris Barker (Suz).
250 INT: 1. Danny Nelson (Kaw); 2. Brett Hamilton (Hon); 3. Tyler Hummel (Suz); 4. Michael Brandes (Kaw); 5. Mike Hodges (Suz).
500 INT: 1. Brett Hamilton (Hon); 2. Kevin Yeager (Hon); 3. Troy Wing (Kaw); 4. Zachery Scott (Hon); 5. Leo Poldervaart (ATK).
UTH INT: 1. Ken Beebe (Hon); 2. Tom Berry (Hon); 3. Gary Morris (Hon); 4. David Montgomery (Yam); 5. Danny Allen (Suz).
60 9-11: 1. Jesse Ketcham (Kaw); 2. Andy Gregg (Kaw); 3. Donovan Mitchell (Kaw); 4. Eric Williams (Kaw); 5. David Bingham (Kaw).
60 0-8: 1. Jacob Gregg (Kaw); 2. Kathy Pruitt (Kaw).
P/W STK: 1. Jason Waite (Yam); 2. Andrew Galaviz (Yam).
P/W MOD: 1. Randy Norman (Yam); 2. Shane Bess (Yam).
80 INT: 1. John Leddy (Suz); 2. Aaron Cantrelle (Kaw); 3. John Williams (Kaw); 4. Danny Roberts (Suz).
80 JR: 1. John Zinda (Kaw); 2. Kenny Davis (Suz); 3. Jerry Harvey (Suz); 4. Cody Crawford (Suz); 5. Saul Smoak (Suz).
80 BEG: 1. Brian Worthington (Kaw); 2. Chad Salter (Suz); 3. James Pidalue (Suz); 4. Phillip Atondo (Suz); 5. Dylan Crawford (Suz).
80 OPEN: 1. David Roberts (Suz); 2. Andy Gregg (Kaw).
125 BEG: 1. John Newell (Yam); 2. Eric Bostrom (Hon); 3. Greg DeYoung (Suz); 4. Robert Perry (Suz); 5. John Nolle (Suz).
125 JR: 1. Greg Norman (Hon); 2. Eddie Zinda (Kaw); 3. Matthew Brake (Hon); 4. Jeff Beaudier (Hon); 5. Tom Burger (Hon).
250 JR: 1. Keith Antes (Hon); 2. Jason Quintana (Suz); 3. J.R. Mason (Hon); 4. Nathan Evans (Suz); 5. James Kerrigan (Kaw).
250 BEG: 1. Derek Watkins (Hon); 2. Joe Brown (Yam); 3. Kevin Felkins (Yam); 4. Steve Storie (Yam); 5. Matt Phipps (Kaw).
500 JR: 1. Jay Spear (Hon); 2. Howie Mintz (Hon); 3. Craig Bunyard (Kaw).
500 BEG: 1. Steve Storie (Yam); 2. Kevin Felkins (Yam); 3. Fred Morris (Hon); 4. Tim Wilder (Hon); 5. Eric Colson (Hon).
UTH JR: 1. Stacy Magorian (Hon); 2. David Gomez (Hus); 3. Butch Santos (Hon); 4. Phil Morris (Hon); 5. Steve Dombo (Suz).
VET INT: 1. Raymond Spore (Kaw); 2. Robert Stone (Hon); 3. Dan Scharf (Kaw); 4. Tim Alarcon (Kaw); 5. Mike Costello (Kaw).
VET JR: 1. Joe Brown (Yam); 2. John Williams Jr. (Kaw); 3. Steve Gary (Hon); 4. Jerry Genovese (Yam); 5. Robert Fields (Hon).
OT MSTR: 1. Steve Ferroni (Kaw); 2. Larry Hartnet (Suz); 3. Bill McClinton (ATK); 4. Art McDade (Hon); 5. Richard Schilling (Hon).
OT INT: 1. Gary Highland (Hon); 2. Russ Sears (Kaw); 3. Carl Bowling (Hon); 4. Leroy Smith (Hon); 5. Leroy Francard (KTM).
OT JR: 1. John Talbot (Hon); 2. John Meusling (Hon); 3. Tim Colvert (Hon); 4. Russ Greenfield (Hon).
WMN PRO: 1. Jeanne Pruitt (Kaw).
WMN INT: 1. Debbie Watts (Hon).
WMN JR: 1. Rhonda Cruse (Yam).
WMN BEG: 1. Chrystal Ponsock (Suz).

Frenchman Stephane Peterhansel was the overall winner at the Paris-Dakar Rally.

American Danny LaPorte was a front-runner before suffering injuries in a crash.



Peterhansel's teammate and fellow countryman Thierry Magnaldi finished second.

Peterhansel adds Paris-Dakar to win list

By Paul Blezard

PARIS, FRANCE, JAN. 1-20

Frenchman Stephane Peterhansel, the 25-year-old two-time ISDE overall winner and European enduro star, won the 5700-mile Paris-to-Dakar Rally in what was his fourth attempt. Piloting a Sonauto-sponsored works Yamaha Super Tenere YZE750T, a four-stroke twin, Peterhansel scored the first win by a Yamaha rider since privateer Cyril Neveau of France scored two consecutive victories on a Yamaha XT600 in 1979-80.

Peterhansel held the lead at the halfway stage at Agadez and was chased across the finish line by fellow countryman Giles Lalay, riding a Chesterfield-backed Yamaha, and Peterhansel's Sonauto Yamaha teammate, Thierry Magnaldi, also from France.

The rally was once again a gruelling event, as 44 of the 113 riders that started the competition dropped out during the first week and only 41 made it to the finish.

For the third year in a row the rally ran through Libya and one rider keeping a low profile there was American Danny LaPorte. The Yamaha-mounted Californian made the most of his French ancestry, calling himself Daniel LaPorte, and did his best to speak French when Libyan nationals were around and was rewarded with a hassle-free time. LaPorte was the first American to compete in the rally since the late Chuck Stearns came in fifth at his first attempt in 1986.

LaPorte, the 1982 250cc MX World Champion and two-time Baja 1000 winner, put his off-road experience to good use, as he took the lead over Paris-Dakar veterans on several occasions in the early stages.

The first special test was a two-day marathon — the first of four in the rally — with an overnight break and no work allowed on the machines, whatsoever. Consequently, the factory-backed riders rode conservatively. Italian Alessandro de Petri was fastest man on the first day, but paid the price in the second half of the stage when his foam innertube melted well short of the finish.

Best rider over the first two days was Magnaldi, followed by Spain's Jordi Arcarons, on a works Cagiva, who was just ahead of LaPorte.

Five-time winner Neveu fell twice on the next stage and had endless problems with his works Cagiva.

A section in Niger was fast, despite a very rocky section halfway through, and Alessandro De Petri justified his reputation as the fastest man on two wheels in the desert, by averaging more than 70 mph in that section. Both Peterhansel and LaPorte had problems with their foam innertubes and the American crashed twice, losing 50 minutes on De Petri. Italian Edi Orioli slipped into the overall lead just two minutes ahead of Magnaldi.

Dirkou to Agadez was the second two-day marathon stage and took the competitors right through the heart of the Tenere Desert. To the delight of two-time winner Belgian Gaston Rahier, his protege Jean-Christophe Wagner, the youngest of the works riders at just 22, won his first stage on a works Suzuki single at the head of a bunch of fast riders who covered the 250 miles in just over three and a half hours! LaPorte was slowed by a blown fuse and his fuel tank coming adrift and De Petri also had electrical trouble. The new unofficial leader was Arcarons, mere seconds ahead of his Cagiva teammate Orioli.

A 300-mile gallop across the Tenere took the rally to its halfway stage and

a day's rest in Agadez, Niger. Peterhansel was already home and dry by one o'clock in the afternoon, astonished to find that he had beaten all the others, because he'd gotten lost after refueling. Not only did he win the day, but he got far enough ahead to take the overall lead by 10 minutes. Two-time winner Orioli lost five hours and all hope of victory with a seized gearbox. He and Neveu were reduced to the role of fast back-up for their teammates Arcarons and Frenchman Marc Morales. LaPorte did well to make it to Agadez two hours behind Peterhansel after contending with a blown foam tube and a missing footpeg.

Peterhansel was still suffering terribly from his half-healed scaphoid injury. "It hurts everytime I jump off a dune or ride on rocks," said the Frenchman, but he was feeling confident about the bike. "We have the best compromise between speed and reliability."

Agadez to Tillia in Niger was the first part of the third two-day marathon stage of the rally and it took the competitors into dangerous territory — 300 rebellious Touaregs had been shot dead by the army only weeks before. However, the main news was LaPorte's spectacular exit from the rally: Positioned in 12th place overall he took a bend too wide and hit a mound at 80 mph. The 34-year-old former World Champion was lucky to get away with a concussion and a severe shaking and was quickly taken to a hospital in Agadez and later transferred to a Paris hospital.

Man of the day was De Petri, thanks to good navigation which brought him sixth overall. Peterhansel was only 14 minutes behind, however, despite being deprived of his handlebar compass and he increased his overall lead to half an hour ahead of the Yamahas of Magnaldi and Italian Carlos Mas.

Friday the 12th was a very black day. The sporting competition was completely overshadowed by the murder of one of the Citroen support truck drivers, Charles Cabanna, as he drove into a deserted Mali village. The 34-year-old's truck cab was riddled with bullets from what appeared to be soldiers, and his team co-drivers were lucky to escape alive. There was talk of stopping the rally altogether, but the race continued, nonetheless.

The third two-day marathon was a triumph for Gilera and its rider, Italian Luigi Medardo. Already leading the Silhouette class on the near-standard single, he took his second stage win of the rally to climb to seventh overall. Peterhansel did well to hang onto the overall lead and lose only 40 minutes on Arcarons, considering that he had to do the last 180 miles with a collapsed rear shock and no rear brake. In fact, there were only 37 minutes between Peterhansel, who was in first and Mas who was in sixth, compared to seven hours between first and sixth in the car class. De Petri crashed out of the rally with a broken collarbone on this fateful stage.

The rally continued on to Timbuktu in Mali, but the stage was neutralized following the murder of Cabanne. With much of the spirit knocked out of the event, there was considerable trepidation about continuing on into Mauretania, which is a staunch ally of Saddam Hussein's, as the last hours ticked away before the United Nations deadline on Kuwait ran out. But carry on they did, and it was Lalay's turn to shine with a stage win, taking him to second place overall behind teammate Peterhansel.

In the fourth and final two-day marathon stage from Nema to Kiffa in Mauretania, most of the leaders stuck together on the tricky first part, but the second day belonged to Magnaldi. He took off on his own away from the group of leaders and found the right track to the notorious Nega pass, finishing 12 minutes up on Peterhansel and 20 minutes up on Lalay, who had a terrible day. First he fell in the Nega pass and then, within sight of the finish line, he nearly crashed into a ravine which had already claimed Arcarone.

"I jumped so high that my feet came onto the saddle and I hurt my thigh," Arcarone said.

Despite being only 16 minutes behind Peterhansel overall, and therefore still well within a chance of victory, Magnaldi said that if Peterhansel had a puncture, he was ready to give him his wheel. The fear of hostility from pro-Saddam supporters had abated, apart from some stone-throwing in a few villages, which caused one rider to fall.

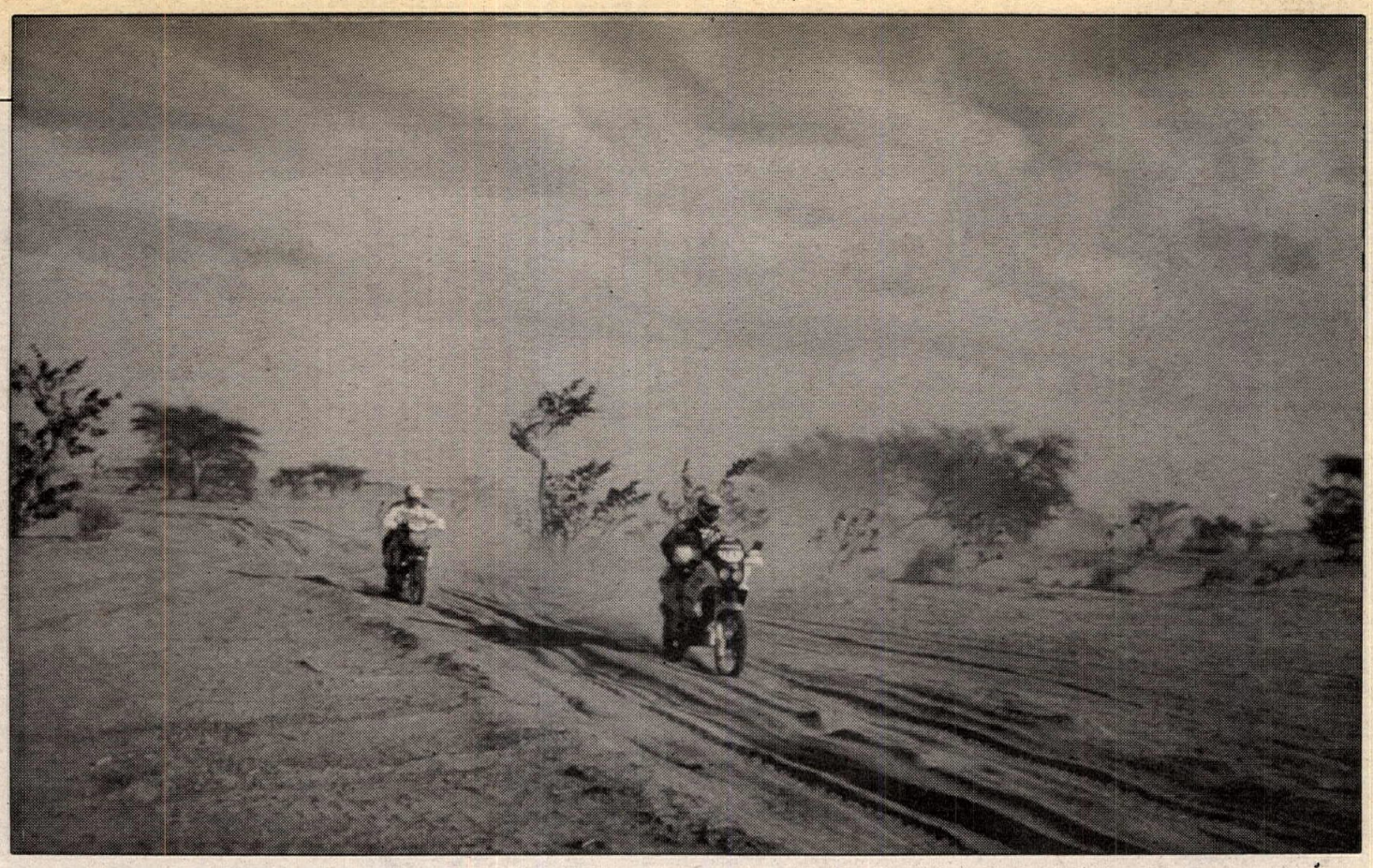
It was clear that one of the three Yamahas was going to win. The Sonauto team thought they had Lalay, riding for Chesterfield, covered, but he took a chance on a shortcut against the advice in the road book and it paid off. Magnaldi stuck to the road book, then fell, and the next thing he knew he'd lost half an hour to Lalay, who was now only 15 minutes behind Peterhansel.

Now in Senegal and with only the short but very fast blast down the beach to Dakar to go, Peterhansel stuck to Lalay like a leech for the 40-mile blast, and Magnaldi followed his teammate. So at the fourth time of trying for Peterhansel, and the 10th for his team manager Jean-Claude Olivier, the Sonauto Yamaha finally nabbed the win. Lalay was second and Magnaldi third. Arcarons won the last stage but was beaten into fifth ovrall by the privately entered Cagiva of Morales.

Forty-four-year-old Rahier came in second in the special test, finishing 13th overall. Metardo won the Silhouette class for Gilera as predicted, and Antonio Boluda won the Marathon class for Honda.

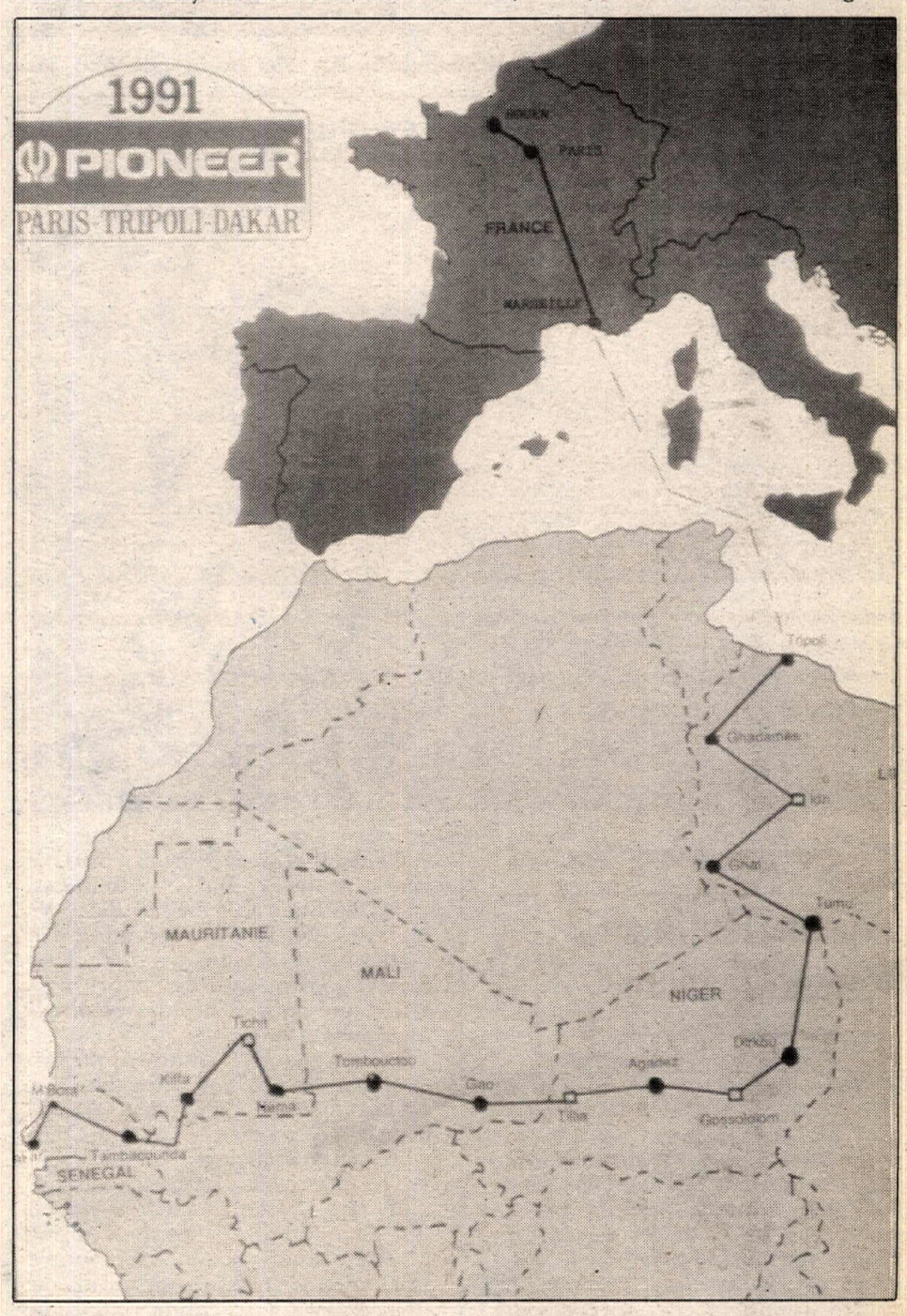
First Kawasaki home was Frenchman Laurent Charbonnel, winner of the Proloque class, despite riding most of the last two-day marathon with no footpegs. Another hero was Gil Gonzalo from Spain, who rode most of the last week with a dislocated collarbone, yet still finished 18th. Patrizia Schek became the first woman rider to finish the event in many years.

Peterhansel said, "I took things easy for the first half and gradually built up my pace." He also said the worst part for him was the two-day marathon from Agadez to Gao when his rear shock collapsed. "Not giving in then was what won me the rally," he said. CN



Of the 113 competitors that started the week-long rally, only 41 were able to make it to the finish line.

The 5700-mile rally started in Chateau de Vincennes, France, and ended in Dakar, Senegal.



Results

O/A: 1. Stephane Peterhansel (Yam) France; 2. Gilles Lalay (Yam) France; 3. Thierry Magnaldi (Yam) France; 4. Marc Morales (Cag) France; 5. Jordi Arcarons (Cag) Spain; 6. Carlos Mas (Yam) Spain; 7. Luigino Medardo (Gil) Italy; 8. Edi Orioli (Cag) Italy; 9. Roberto Mandelli (Gil) Italy; 10. Antonio Boluda (Hon) Spain.

LOCAL EVENTS

Bruce Johnson (686) led Ryan Huffman (208) Pat McGovern (45) and Jason McCormick (84) early in the 125cc Intermediate main. Huffman got by for the win.

Jason Dempsey (51) earned the win in the 65cc 7-11 class over Jessy Williams (252). Dustin Lenaburg (42) scored fifth place behind Danny Smith (26).

AMA Amateur Supercross Series: Round 4

Friesen, Huffman scorch Kingdome Amateurs

By Brian Barnes

SEATTLE, WA, FEB. 2

Seattle's Kingdome attracted some 385 amateur MXers to engage in battle Saturday morning on virtually the same track that factory Honda rider Jean-Michel Bayle raced to victory on later that night at the fourth round of the AMA Camel Supercross Series.

The WorldSports-promoted event drew one of the largest, perhaps the largest, turnout of amateur riders in the Kingdome's long history of supercross racing.

Three riders who definitely looked strong all day were Canadian Steve Friesen, and Oregon's Ryan Huffman and Greg Blackwell. Friesen scored the victory in the 125 and 250cc A classes, while Huffman aced the 125 and 250cc B classes. Blackwell scored a big win in the highly competitive 51cc Auto class at both Saturday morning's action and during Saturday evening's intermission show.

Friesen took total control of the two classes he entered, and while the 125cc A class only had a few riders, Frieson looked very good en route to his heat win and the final.

The 250cc A class featured a substantially larger field, and it looked as if Bill Stark, Tim Hillis and Adrian Moelder would be heat race winner Frieson's main competition during the final. Friesen was definitely up to the task, though, and took a well-deserved win over John Verdonk, Hillis and Stark after their four-lap battle.

In the 51cc Auto class Ben Baer looked strong in the heat, winning over Travis Taylor, Lars Trulson, Travis Howard and Bobbie Watkins, while Blackwell lurked back in sixth. In the feature, Baer was, once again, near the front but Baer developed bike troubles, which allowed Blackwell to take the win over Dallas Stewart, Trulson, Howard, and Watkins.

The 65cc (7-11) class was as exciting as any class all day with 17 competitors.

In the heat race Oregon's Jessy Williams took the win over Idaho's Derrick Driggs and Dusty Lenaburg, but in the final a race-long battle saw Jason Dempsey Williams, Jimmy Lamastus and Danny Smith going at it tooth and nail for the duration of the race. Dempsey prevailed after the race-long battle put very little room between himself and Williams, while both Lamastus and Smith were right on Williams' tail for third and fourth, respectively, at the checkers.

All three 125cc C divisions featured full gates and plenty of action. With some 70 riders entered, Eric Waunch edged Chad Reed in division one, Monte Harris topped Rob Williams in division two, and David Smith looked to be a shoo-in for the division three win only to crash and allow Jason Mathews the victory.

Three divisions were needed in the 250cc C class to accommodate nearly 70 riders. In division one Mike Rautenberg led Joe Malich early on, but Malich found his way past to take the win on the last lap of the race.

Division two was all Daren McLaughlin's, as he quickly dispatched Reid Duncan, who grabbed the holeshot and cruised to victory over Skip Hanson and Steve Matthew, both of whom started midpack. In the third division, Ryan Leach completely dominated the field, leading the main event from start to finish.

The Open Novice class saw another Leach on top of the rostrum, this time it was Ryan's brother, Roby, who roosted to victory over John Hodges, Tony Cree and Mark Kastning.

John Verdonk backed up his runner-up finish to Friesen in the 250cc A class by winning the highly competitive Plus-25 class over Kawasaki pilot Mike Mohrbacher, Ted Devol and Steve Smith.

In the Plus-30 division, another Canadian Tiger Wingirt aced out Washington's Dallas Nyblod in a close battle, while Pete Degraff scored the Plus-35 win. Jim Lampkin topped yet another Canadian Gene Clark to take the Plus 40 Senior division.

The 125 and 250cc Intermediate classes starred Ryan Huffman. In the 125cc class Huffman was dogged in the heat race by another local hotshot Jason McCormick for the duration of the race, but in the main McCormick's bike began to run sour, leaving Huffman alone to win over Mike Koehn and Pat McGovern.

The second division had Jonas Dunn outdistancing heat winner Ryan Hageman for the overall.

In the 250cc Intermediate bout, Huffman was the hands-down winner, while A.J. Belcher of Idaho, held off Canada's Brian Stone for second. CN

Results

51 AUTO: 1. Greg Blackwell (Yam); 2. Dallas Stewart (Yam); 3. Lars Trulson (Yam); 4. Travis Howard (Itj); 5. Bobbie Watkins (Yam).

65 7-11: 1. Jason Dempsey (Kaw); 2. Jessy Williams (Kaw); 3. Jimmy Lamasters (Kaw); 4. Danny Smith (Kaw); 5. Dustin Lenaburg (Kaw).

85 7-11: 1. Jessy Williams (Kaw); 2. Jason Dempsey (Kaw); 3. Jereme Armstrong (Kaw); 4. Beau Manley (Kaw); 5. Jim Lamastus (Kaw).

85 12-13: 1. Brett Boehm (Kaw); 2. Cory Fuller (Kaw); 3. Billy Binckley (Yam); 4. Rick Glenn; 5. Cory Bauder (Kaw).

85 14-15: 1. Casey Johnson (Kaw); 2. Stan Sloboda (Suz); 3. Nick Hansen (Suz); 4. Chad Fraklin (Suz); 5. Shane Heberlein (Suz).

125 C D-1: 1. Eric Waunch (Hon); 2. Chad Reed (Kaw); 3. Lowell Fretz (Kaw); 4. Gary Terlecki (Kaw); 5. David Hilpert (Hon).

125 C D-2: 1. Monty Harris (Hon); 2. Rob Williams (Hon); 3. Dan Tuengel (Suz); 4. Chad Askew (Suz); 5. Rob Wiebe (Hon).

125 C D-3: 1. Jason Mathews (Hon); 2. Mike McMillan (Suz); 3. Andy Barber (Hon); 4. Jeff Boe (Suz); 5. David Smith (Kaw).

125 YTH 12-15: 1. Farrest Transue (Kaw); 2. Kevin Wittesking (Yam); 3. Ernie Geudrow (Suz); 4. Jerry Clark (Hon); 5. Scott Watson (Suz).

125 B D-1: 1. Jonas Dunn (Hon); 2. Ryan Hageman (Hon); 3. Ben Rhoades (kaw); 4. Farrest Transue; 5. Brian Goodin (Suz).

125 B D-2: 1. Ryan Huffman (Hon); 2. Mike Koehn; 3. Pat McGovern (Hon); 4. Brian Stone (Hon); 5. Bradley Boehm (Hon).

125 A: 1. Steve Friesen (Suz); 2. Dan Moore (Suz).

250 A: 1. Steve Friesen (Suz); 2. John Verdonk (Hon); 3. Tim Hillis (Kaw); 4. Bill Stark; 5. Adrean Moelker (Kaw).

250 C D-1: 1. Joe Malich (Hon); 2. Mike Rautenberg; 3. Ron Ray (Kaw); 4. Mike Woeford (Hon); 5. Rob Riley (Suz).

250 C D-2: 1. Daren McLaughlin (Hon); 2. Skip Hansen Jr. (Kaw); 3. Steve Matthew (Kaw); 4. Butch Sevenney (Hon); 5. Tadd Witt (Hon).

250 C D-3: 1. Ryan Leach (Yam); 2. Charles Dawning; 3. Eric Fristad (Hon); 4. Gordon Russell (Suz); 5. Brian Scott (Hon).

250 B: 1. Ryan Huffman (Hon); 2. A.J. Belcher (Hon); 3. Brian Stone (Hon); 4. Monte Hill (Suz); 5. Doug Gravelle (Kaw).

OPEN NOV: 1. Roby Leach (KTM); 2. John Hodges (Kaw); 3.Anthony Cree (Hon); 4. Mark Kasting (Yam); 5. Jon Cook (Kaw).
PLUS 25: 1. John Verdonk (Hon); 2. Mike Mohrbacher (Kaw); 3. Ted DeVol (Suz); 4. Steve Smith (Suz); 5. Tim Phillips (Kaw).
SR +30: 1. Tiger Wengirt; 2. Dallas Nyblod (Hon); 3. Greg Nelson; 4. Ted DeVol (Suz); 5. John Cook (Kaw).
SR +35: 1. Pete Degraaf (Hon); 2. Dave Eakin (Hon); 3. Ron Vient (Yam); 4. Brian St. Louis (Hon); 5. James Harris (Suz).
SR +40: 1. Jim Lampkin (Hon); 2. Gene Clark (Kaw); 3. Mike Heikman (Yam); 4. James Seyler (KTM); 5. Terry Thomas (KTM).

SRAC honors top riders at annual banquet

By C.M. Raysin

COLORADO SPRINGS, CO, FEB. 2
The ballroom at the Sheraton Hotel in Colorado Springs was filled to capacity as a crowd of 700 attended the annual Sports Riders Association of Colorado awards banquet. The banquet honors the top riders in each level and class, and awards were presented to the Rider of the Year and Promoters of the Year. The coveted number one plates, were awarded and SRAC Scholarship winners were announced.

This year's rider of the year was 14-year-old Kawasaki/Vickery Motorsports sponsored Shawn Morgan.

Morgan said, "Ever since I was a 50cc rider I've dreamed of claiming this awarrd."

Morgan finished the season first overall in the 125cc Pro Supercross Series, sixth overall in the 125cc Pro MX Series and first overall in the 80cc Expert class for both MX and Supercross.

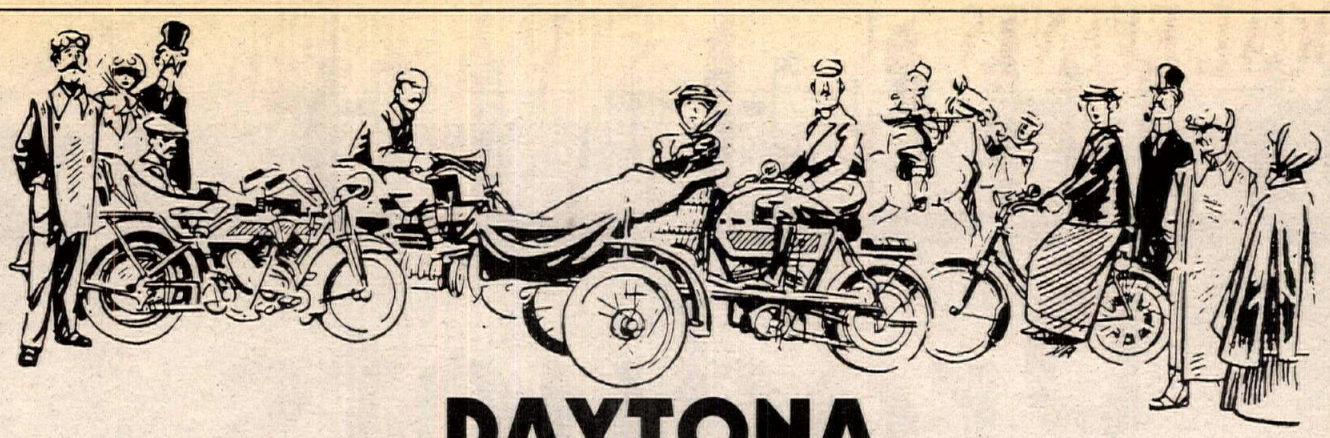
The Promoters of the Year were Bill and Shirley Erfmann of Prairie Hills Promotions for their MX races at the Berthoud track, and Ed Despain and Matt Pratt of E and M Enterprises for the Supercross they present in Greeley.

The SRAC Scholarships were awarded to Tracy Frydendall and Jeff Moore. Each will receive $500 to be used for educational expense. Frydendall will enter Colorado State University next fall and Moore is currently an engineering major at CSU.

SRAC President Doug Moyes congratulated all of the riders and thanked the nine SRAC promoters for an exciting and challenging 34-race season. Riders walked away from the banquet toting huge trophies, plaques and hundreds of contingencies given by many sponsors.

Results

MOTOCROSS
P/W NOV: 1. Shane Magrum; 2. Brandon Peterson; 3. Andrew Short; 4. Matt Whitmarsh; 5. Kris Heineman.
P/W AM: 1. Chris Chew; 2. Travis Riley; 3. Robert Fitch; 4. Scott Burris; 5. Nicholas Peterson.
MINI NOV: 1. David Cunico; 2. Nate Lebsack; 3. Brock Jeske; 4. Matt Palider; 5. Troy Policky.
MINI AM: 1. Denton Shaffer; 2. Paul Magrum; 3. Brandon Bidwell; 4. Don Burns; 5. Lane Swink.
MINI EX: 1. Shawn Morgan; 2. Micah Moyes; 3. Jeremy Hinrichs; 4. Bumper Lykins; 5. Clint Britt.
125 NOV: 1. Conn Harris; 2. David Roshak; 3. James Haflett; 4. Edgar Berumen; 5. Keith Erickson.
125 AM: 1. Scott Hancey; 2. Steven Shultz; 3. Shawn Howard; 4. Tony McVey; 5. Corbin Eckhardt.
125 PRO: 1. Kip Sandell; 2. Andy Atkins; 3. Scott Fulcher; 4. Robert Revoir; 5. Jared Carlson.
250 NOV: 1. Brett Valeri; 2. Dave Ford; 3. Dale Hill; 4. Gene Lucas; 5. Michael Long.
250 AM: 1. Eddy Johnson; 2. Jeff Kuntz; 3. Brent Kraemer; 4. Kevin Swisher; 5. Jim Mason.
250 PRO: 1. Kip Sandell (Yam); 2. Derek Brown; 3. Gilbert Murray; 4. Wayne Balliette; 5. Corey Cope.
OPEN NOV: 1. Kevin Boshart; 2. Paul Heath; 3. Gary LeMay; 4. Mike Lundquist; 5. Gary Beckman.
OPEN AM: 1. Flint Velasques; 2. James Bennett; 3. Brad Randel; 4. Ken Presley; 5. Nathan Farmer.
OPEN PRO: 1. Derek Brown; 2. Corey Cope; 3. Robert Hanrahan; 4. Kevin Brauch; 5. Jim Thompson.
VET NOV: 1. Don Warmuth; 2. Paul Pearman; 3. Anthony Holmberg; 4. Randy Reynolds; 5. John Gooden.
VET AM: 1. Ed Roy; 2. Mark Anderson; 3. Don Eckhardt; 4. Dale Schocke; 5. Kevin Boshart.
VET EX: 1. John Smith; 2. David Danko; 3. Mike Kappelmann; 4. Dwight Catalano; 5. Brian Sharp.
SR NOV: 1. Charles Johnston; 2. John Bidwell; 3. Wayland Britt; 4. Richard Moehring; 5. Ray Arndt.
SR AM: 1. John Malsam; 2. Mile Jones; 3. T. Seller; 4. Stan Heffner; 5. Bruce Mills.
SR EX: 1. Vic Barlish; 2. Byron Wolf; 3. Edgar Perriton; 4. Gary Shiramizu; 5. Dave Wollaston.
S/SR: 1. Jim Long; 2. Jim Reimer; 3. Ken Miler; 4. Dave Snell; 5. Bobby Hancock.
WMN: 1. Tracy Frydendall; 2. Mary Johnson-Nichol; 3. Mollie Bourke; 4. Branda Gillispie; 5. Angela Mitchem-Riggs.
SUPERCROSS
P/W NOV: 1. Josh Perriton; 2. Ryan Lennberg; 3. Shane Magrum; 4. Matt Whitmarsh; 5. Brandon Peterson.
P/W AM: 1. Chris Chew; 2. Travis Riley; 3. Robert Fitch; 4. Scott Meyer; 5. Scott Burris.
MINI NOV: 1. David Carpenter; 2. David Cunico; 3. Travis Esslinger; 4. Nate Lebsack; 5. Ron Rooch.
MINI AM: 1. Shane Bennett; 2. Lane Swink; 3. Curtis Elworthy; 4. Brandon Bidwell; 5. Paul Magrum.
MINI EX: 1. Shawn Morgan; 2. Micah Moyes; 3. K.C. Cook; 4. Barry Lynch; 5. Clint Britt.
125 NOV: 1. Mike Walsh; 2. Tom Silvers; 3. Marc Lavine; 4. Conn Harris; 5. Mike Hillegas.
125 AM: 1. Mike Perri; 2. Kevin Martin; 3. Brett Schock; 4. Loren Weir; 5. Tony McVey.
125 PRO: 1. Shawn Morgan; 2. Jeremy Middaugh; 3. Scott Fulcher; 4. Stacey Cook; 5. Robert Revoir.
250 NOV: 1. Bill Harding; 2. John Sandoff; 3. Gary Ficken; 4. David McMullen; 5. Jason Brummett.
250 AM: 1. Bill Harding; 2. John Sandoff; 3. Gary Fickenn; 4. David McMullen; 5. Jason Brummett.
250 AM: 1. Michael Blessinger; 2. Dan McMullen; 3. David Blau; 4. Steve Brennan; 5. Brent Kraemer.
250 PRO: 1. Derek Brown; 2. Kip Sandell; 3. Keith Campbell; 4. Corey Cope; 5. Scott Fulcher.
OPEN NOV: 1. John Forrest; 2. Ed Lundquist; 3. Shawn Funk; 4. John Sandoff; 5. Mile Lundquist.
OPEN AM: 1. Thomas Wertz; 2. Bill McGrath; 3. Bill Andrews; 4. Dale VanMatre; 5. Matthew Kyle.



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- See the BMW traveling showroom!
- Attend other AHRMA events!

March 5th, 5:30p.m. AHRMA Awards Banquet.
Guest speakers Dick O'Brien and Jim Davis.
Tickets available from AHRMA.
March 6th, 10 a.m. AHRMA National Vintage MX and Trials at Ocala MX Park, Ocala, Florida.
March 8th, Noon, 11th Annual AHRMA Concours, Infield, Daytona International Speedway.

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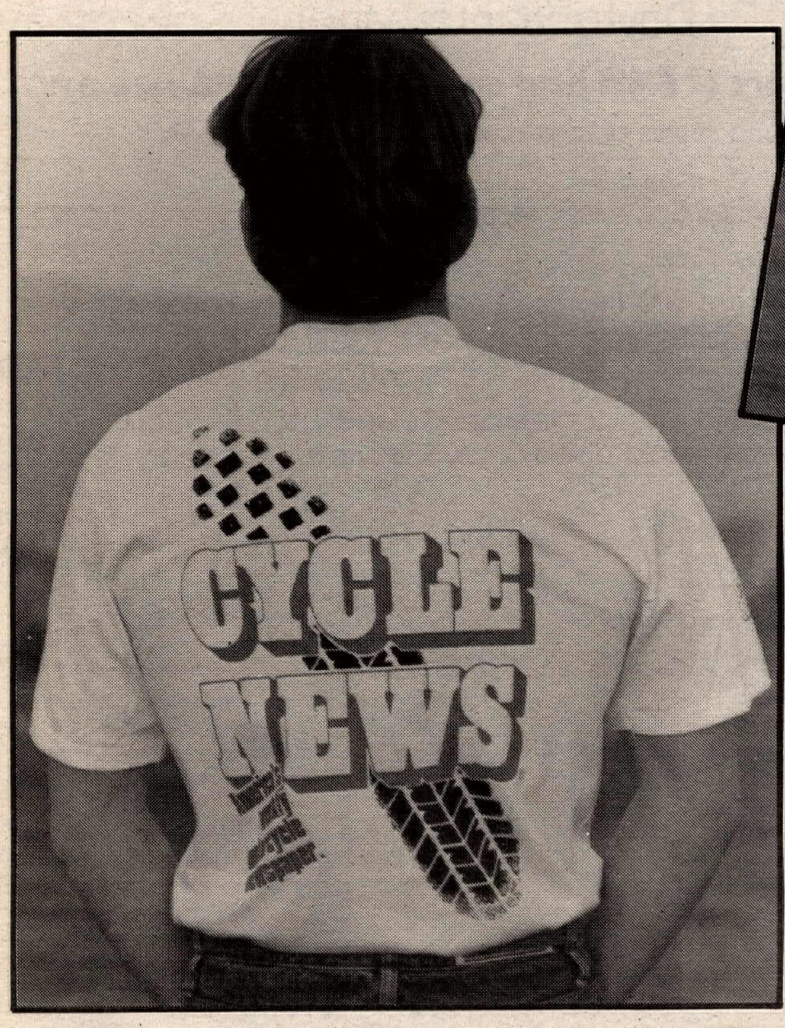

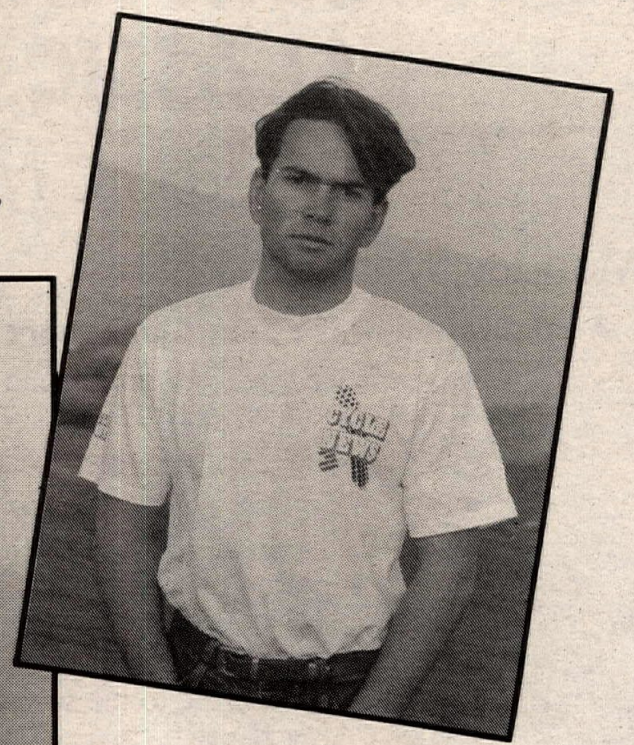

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LOCAL EVENTS

OPEN PRO: 1. Derek Brown; 2. Corey Cope; 3. Brad Bolton; 4. Kevin Magee; 5. Robert Hanrahan.
VET NOV: 1. Keith Marsico; 2. Dean Haight; 3. Don Warmuth; 4. Paul Pearman; 5. Steven Hopkins.
VET AM: 1. Thomas Wertz; 2. Tom Wiltse; 3. Dale Schocke; 4. Ed Roy; 5. Lyndon Arnold.
VET EX: 1. Brian Sharp; 2. David Dankp; 3. Kirk Medina; 4. Kevin Virden; 5. Dan Walters.
SR NOV: 1. John Bidwell; 2. Ray Arndt; 3. Geoffrey Ralston; 4. John Sanger; 5. David Ranum.
SR AM: 1. John Malsam; 2. Mike Jones; 3. George Chapman; 5. Ralph Sutton.
SR EX: 1. Melvin Kiel; 2. Dave Wollaston; 3. Edgar Perriton; 4. Gary Shiramizu; 5. Vic Ziemer.
S/SR: 1. Paul Phelps; 2. Dave Snell; 3. Jim Long.
WMN: 1. Mollie Bourke; 2. Pamela Nelson; 3. Becky Cesario; 4. Brenda Gillispie; 5. Tracy Frydendall.

Durelle on top at Winona Ice Race

By Steve Meikle

WINONA, MN, FEB. 3
Dave Durelle powered his way to the overall win in the 250cc Pro Studded class at the Winona ice races, breaking the long winning streak of Cliff Eckes.

Eckes grabbed the holeshot in the first moto, but Durelle quickly bumped the leader back in the second turn. Once in the lead, Durelle slid feet-up to an eight bike-length lead over Eckes and third place finisher Scott Winkler.

Eckes pulled away with the holeshot in moto two, with Durelle and Winkler in tow. Durelle worked hard to catch Eckes, ran a little wide into turn three, and gave up a few bike lengths. Durelle closed the gap coming out of turn two on the second lap, and pulled alongside of Eckes going into turn three for the second time. Eckes let off the throttle for just a second, and that was all Durelle needed to get by. Durelle cruised to the win with Eckes taking second.

The Open Pro Studded motorcycle class turned out to be more of a challenge for Durelle as Tony Kohner holeshot the first moto and took the win.

Nerves were tense in the second moto and the red flag came out twice because of overanxious competitors bumping the bungee cord. When the race finally got underway, Mike Lattman came out of the hole first. Scott Winkler was briefly in the number two spot, but Durelle snatched it away coming out of turn two. Durelle tried to shove Lattman out of first, but got a little wide and almost lost the second position. Durelle continued to nudge Lattman, but Lattman kept shutting the door. On the last lap Durelle rode into turn one hard, and carried enough momentum out of turn two to smoke by Lattman as they entered turn three. Durelle snatched the victory with Lattman close behind.

Results

JR: 1. John Strangfeld (Kaw); 2. Corey Froemmel (Hon).
RUBBER: 1. Gerry Thrune (Hon); 2. Pete Theis (Hon); 3. Jack Potter (Hon).
SPTSMN: 1. Mike Kreidermacher (Hon); 2. Ernie Duerr (Kaw); 3. Bob Schneyer (Hus); 4. Brian Dotterwick (ATK).
NOV MX: 1. Dale Funk (Hon); 2. Bucky Lorentz (Kaw); 3. John Strangfeld (Kaw); 4. Ted Coplien Jr. (Hon).
PRO MX: 1. Mark Muth (Hon); 2. Tom Croft (Hon); 3. Larry Strangfeld (Kaw).
250 STUD NOV: 1. Dale Funk (Hon); 2. Bob Bautch (Yam); 3. Kim Lewis (Yam); 4. Ray Leggate (Hon).
250 STUD PRO: 1. Dave Durelle (Kaw); 2. Cliff Eckes (Yam); 3. Steve Huckbody (Hon).
OPEN STUD NOV: 1. Mike Hoh (Kaw); 2. Jeff Milbrant (Yam); 3. Mike Terho (Yam).
OPEN STUD PRO: 1. Dave Durelle (Hon); 2. Mike Lattman (Hon); 3. Scott Winkler (Hon).

Dircks dusts Phoenix Motocross

By Karen Guthrie

PHOENIX, AZ, FEB. 3
Gary Dircks walked off with the 500cc Pro class win at round three of the CMC/Arizona Desert State Classic at Phoenix Raceway.

Moto two, however, was not as easily won as Craig Davis became an ever present thorn in Dircks' side. For the first three laps the two Honda riders went at it tire to tire until Davis managed to take Dircks as they flew over a double jump. Dircks soon repassed Davis and after another brief fight for the lead he pulled ahead, leaving Davis ready for any chance to regain the lead. It nearly happened on the seventh lap when Davis and Dircks went into a turn together. Being on the outside proved fatal for Davis, as tires clashed and Dircks rode it out for the win, leaving Davis in the dirt.

Eric Anderson maintained a sizable lead in the first moto of the 125cc Intermediate class while Shawn Cisco and Alex McElyea battled over second. Cisco picked off McElyea on the second lap only to have McElyea take the lead away on the fourth circuit. Cisco then proceeded to stalk McElyea, biding his time until the seventh lap when he took the outside line in a curve and took the lead for good.

In the second moto, Martin Serrano stayed far ahead of Anderson throughout the first half of the race. But Anderson kept a steady pace and slowly closed the gap, when Serrano miscalculated a turn and dumped it, Anderson sailed by. Serrano wasted no time remounting, but Anderson had just the edge he needed to widen his lead and claim the win.

Brian Hayes took an early lead in moto one of the 250cc Pro class followed closely by Davis and Drey Dirks. Davis diligently tried to steal the inside lines during several pass attempts,

but blocks from Hayes kept him at bay. Davis' persistance paid off on the sixth lap when he took Hayes over the back doubles and left him to contend with Dirks for second place. Before the lap was over, Dirks had overtaken Hayes in the whoop section. Hayes remained in third place at the finish with Davis and Dirks keeping first and second respectively.

The second moto saw Davis with the holeshot and the win over Dirks and Hayes.

Results

P/W: 1. Chad Gutterud (Yam); 2. Hunter Johnson (Yam).
125 JR: 1. Bruce Sylvester (Suz); 2. Matt Engstler (Suz); 3. Darren Curtis (Suz); 4. Darren Lantz.
125 BEG: 1. Jeremy Giroir (Yam); 2. Doug Hall (Suz); 3. Ken Balgoyen (Suz); 4. Devin Kelly (Hon).
80 BEG: 1. Matt Smith (Hon); 2. Matt Moraine (Hon); 3. Jeremy Matley (Suz); 4. Kurt Robert (Hon).
80 JR: 1. Rob Sheldon (Suz); 2. Bart Powell (Suz); 3. Bobby Pehm (Hon); 4. Dylan Guthrie (Suz).
80 INT: 1. Jason Tice (Hon); 2. Jason Matthews (Suz).
80 9-11: 1. Nick Beaver (Hon); 2. Will Smith (Yam).
30+ INT: 1. Joe Inbreate (Yam); 2. Doug Goodman (Hon); 3. Bruce Sylvester (Suz); 4. Dave Clayden (Hon).
MSTR: 1. Gary Chardez (Hon); 2. Dave Burns (Hon).
PRO 30+: 1. Gary Dircks (Hon).
40+ JR: 1. Ken Gerdl (Hon).
40+ INT: 1. Bill Meyer (Hon).
OPEN JR: 1. Mike Horton (Hon); 2. Paul Miller 9Hon); 3. Dale Rhoads (Hon); 4. Jerry French (Hon).
OPEN BEG: 1. Russ Heist (Hon); 2. Ken Beaver (Hon).
250 BEG: 1. Jeremy Giroir (Yam); 2. Derek Robinette (Suz); 3. David Nevel (Suz); 4. Tedd McHogh (Suz).
60 0-8: 1. Bryan Allen (Kaw).
60 9-11: 1. Nick Beaver (Kaw); 2. Corey Gutterud (Kaw); 3. Garrett Smith (Kaw).
125 INT: 1. Erik Anderson (Hon); 2. Shawn Cisco (Yam); 3. Martin Serrano (Yam); 4. Alex McElyea (Suz).
125 PRO: 1. Drey Dirks (Hon); 2. Rick Kontola (Kaw); 3. Kyle Killebrew (Hon).
500 PRO: 1. Gary Dircks (Hon); 2. Craig Davis (Hon); 3. Terry Sims (Hon); 4. Scott Stallard (Hon).
250 JR: 1. Mike Horton (Hon); 2. Dave Clayden (Hon); 3. Harry Nevel (Suz); 4. Jason Cobb (Hon).
250 PRO: 1. Craig David (Hon); 2. Drey Dirks (Hon); 3. Bryan Hayes (Hon).
250 INT: 1. Robert Carlin (Hon); 2. Shawn Cisco (Yam); 3. Joe Marziano (Yam); 4. Chris Jordan (Hon).
35+ INT: 1. Bryan Bartlett (Suz); 2. Doug Goodman (Hon); 3. Cass Margon (Hon); 4. Dan Boardman (Yam).
500 INT: 1. Scott Frey (Hon); 2. John Schroeder (Hon); 3. Dave Burns (Hon); 4. Donovan Giles (Hon).
25+ JR: 1. Eric Larsen (Suz); 2. Todd McRee (Suz); 3. Bret Boyd (Hon); 4. Jeff Brown (Yam).
30+ JR: 1. Jeff Thompson (Hon); 2. Pete Kennedy (Hon); 3. John Neely (Yam); 4. Leonard Hager (Hon).

Cristy captures Carlsbad ST win

By Greg Booth

CARLSBAD, CA, FEB. 2

Skip Cristy scored the win in the Open Expert main event at Carlsbad Raceway's short track season opener.

Dennis Voll grabbed the holeshot in the first heat, with Cristy in hot pursuit. Voll held Cristy off for several laps, but settled for second at the finish. Loren Bjorkman led the second heat wire-to-wire, and set the stage for the main event.

Cristy was fastest off the line in the main event, but Voll and Bjorkman were just inches behind. Bjorkman found his way past Voll, but could do little to overtake Cristy. Cristy took the win just ahead of Bjorkman, Voll and Nigel Gale.

Results

OPEN EX: 1. Skip Cristy (Yam); 2. Loren Bjorkman (Yam); 3. Dennis Voll (Yam); 4. Nigal Gale (H-D); 5. Joey Winston (Yam).
OPEN VET: 1. Skip Cristy (Yam); 2. Mark Aragon (Hon); 3. Tom Ferguson (Yam).
OPEN JR: 1. David Pelton (Hon); 2. Ruben Malaguarnero (Yam); 3. Larry Spektor (Rtx); 4. Peter Mayforth (Yam); 5. Steve Gorby (Yam).

Miller crowned VCHSS Grand Champion

By Rider Writer

WILLIAMSBURG, VA, JAN. 12

The 1990 Virginia Championship Hare Scrambles Series came to a fitting close with a candlelight dinner and lots of awards.

Over 100 plaques were given out to the season's top finishers. With the plaques in hand and an armload of contingencies, each rider walked away from trophy presentation with a huge smile. After all the honored competitors had collected their valuables, a specially painted Bell helmet was presented to each class winner.

After the trophy presentation, Havoline Race Team Series Coordinator Donnie Lewis presented the annual and prestigious Havoline Sportsmanship Award. The award, given to a person selected by a special review committee for displaying outstanding traits of caring and sportsmanship towards fellow riders, was presented to R.E. Wick, a Super Senior class rider.

The crowd came to their feet as Dwain Miller was called forward and crowned the VCHSS 1990 Grand Champion. The applause lasted for several minutes for the very popular rider from Bristol, Tennessee. Miller thanked all of his sponsors and the series promoters for the job they had done.

Series Coordinator George Greer recognized several people who were instrumental in running the series and presented a check for over $1200 to the Childrens Medical Center on behalf of the riders. George Reed also presented the CMC a check for $1000 on behalf of the Shenandoah ORV Association.

Tom Bartlett took to the podium and got

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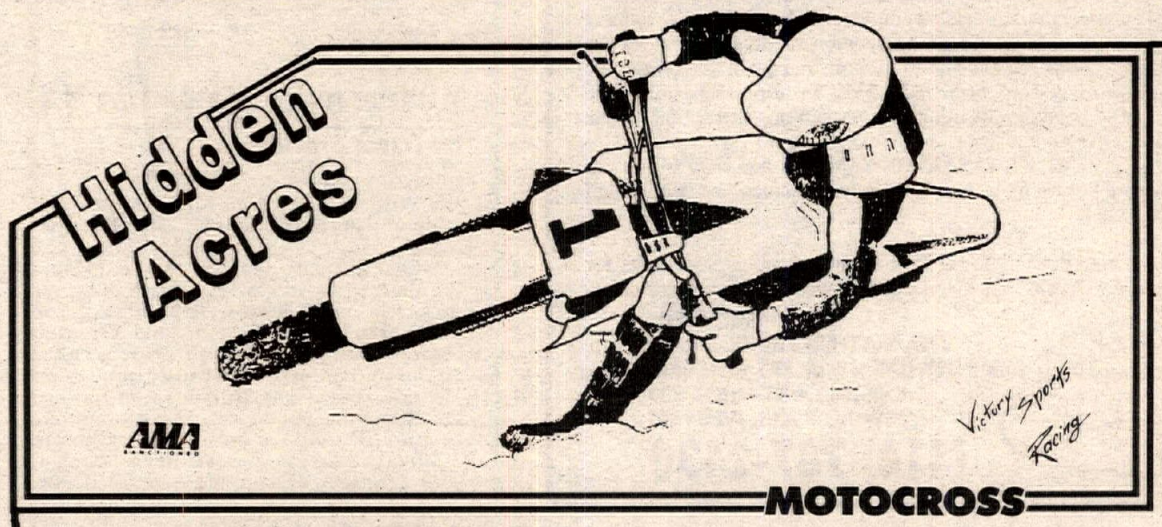

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March 3 GRAND OPENING · May 26
March 24 · June 16
July 21
SIGN-UP 7:30-9:30
PRACTICE 8:30-9:45
AMATEUR RACING 10:00
PRO RACING 1:00

TRACK DIRECTIONS
Exit 50 off I-81. Take Hwy 93 south to Snapps Ferry Road. Signs will be up.

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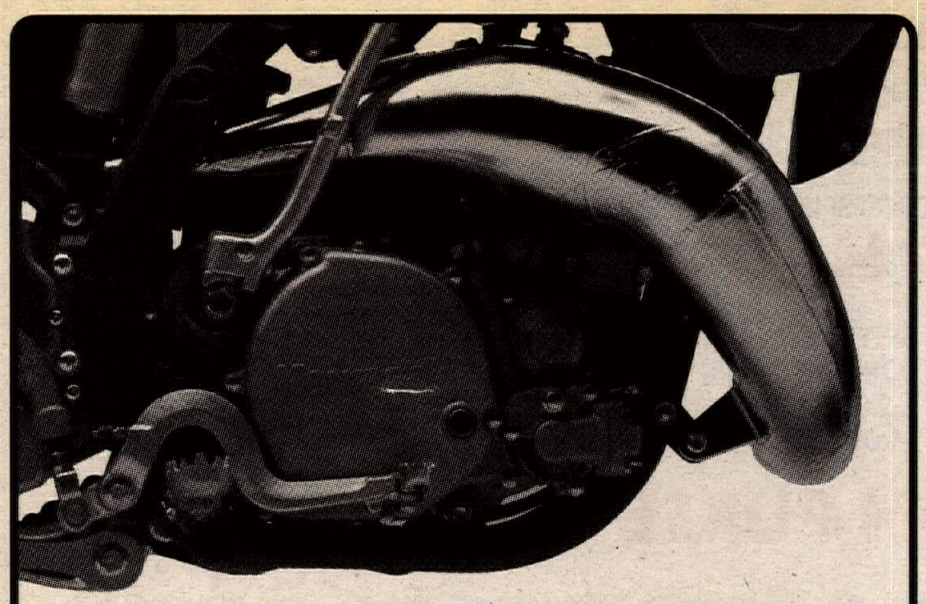

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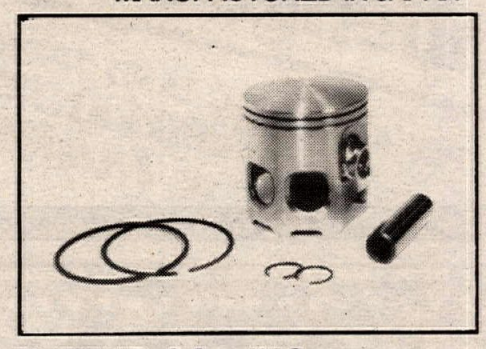

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LOCAL EVENTS

the crowd involved with a question and answer period with correct answers getting a prize. He concluded his presentation by informing the crowd that in addition to several existing major sponsors, Answer Products would support the series in '91. In addition, it was announced that Suzuki would also become a supporter with a lucrative contingency program.

Havoline's Gary Hatch pledged his firm's continued support of the series. In addition to handing out over 80 cases of oil and numerous other gifts, he recognized 18 Havoline Race Team riders with a special gift. The riders had been picked prior to the start of the season and represented the only Havoline-backed motorcycle race team in the United States.

Results

GRAND CHAMPION: 1. Dwain Miller.
AA: 1. Jeff Blankenship; 2. Roland King; 3. Danny Morrison; 4. Ricky Franklin; 5. Andrew Williams.
125 A: 1. Gil Griggs; 2. George Greer; 3. Steve Genter.
250 A: 1. Mark Allman; 2. Johnny Edens; 3. Chris Shortridge; 4. John Hurley; 5. Brian Hess.
500 A: 1. Glenn Holcomb; 2. Montie Orr; 3. Jesse Edenbeck; 4. Eddie Armentrout.
125 B: 1. Scott Ellinger; 2. George Reed; 3. Tommy Reynolds; 4. Chris Lewis; 5. John McDonald.
250 B: 1. Joel Burgess; 2. Rusty Epperson; 3. Darrell Harley; 4. Roger Puckett; 5. Robert Hawkes.
500 B: 1. Phillip Doyle; 2. Bobby Wilt; 3. Larry Lewis; 4. Robert Galyon; 5. Robert Howarth.
125 C: 1. Shawn Hess; 2. Barry Combs; 3. Jason Hedrick; 4. Chad Parker; 5. Heath Hess.
250-500 C: 1. Chris Rose; 2. Tony Lambert; 3. William Hudnell; 4. Jim Thurston; 5. Dawson Comer.
SR: 1. Rick Pino; 2. Robert Cox; 3. David Olds; 4. David Sell; 5. Don Hall.
S/SR: 1. Ron Hale; 2. Stan Norris; 3. R.E. Wick; 4. Bob Williams; 5. Jimmy Miller.
4-STRK: 1. Mac Price; 2. Randall Fitzgerald; 3. Albert Odenthal; 4. Lance Windley; 5. Randy Asbury.
0-100 MINI: 1. Daniel Morrison; 2. Paul Lutz; 3. David Sell; 4. Jason Greer; 5. Robbie Felts.
TEAM: 1. Team Low Budget; 2. Harleywood; 3. Team Casey Cycle City.

Williams runs wild at DeAnza MX

By David Procida

SUNNYMEAD, CA, FEB. 3

Jim Williams piloted his Kawasaki to a pair of moto wins in the popular 250cc Beginner class.

When the gate fell for the first 250cc Beginner moto, it was Williams leading the pack. Hot on his heels were Todd Ferguson and Jason Ditson. Williams and Ferguson began to pull away while Jeff Stevens closed on Ditson. The two leaders battled throughout the moto, but it was Williams who finished first. Rounding out the top five positions were Ferguson, Ditson, Stevens and Travis Ogburn.

Moto two saw another Williams holeshot, with Ferguson, Ditson and Stevens in tow. Ferguson was pulling out all the stops but Williams had his KX churning and would not be passed. Ferguson chased the leader to the checkered flag, while Stevens finally found a line around Ditson on the last lap for third.

In the 125cc Beginner class Glen Parish piloted his CR125 to a pair of moto wins, holding off Chad Cook in moto one and Jason Martin in moto two. Cook put in a third in moto two to secure second overall.

Results

80 BEG: 1. Lucas Joyner (Kaw); 2. Cliff Cook; 3. Bobby Carlson (Suz).
80 NOV: 1. Fred Agrim (Hon).
125 BEG: 1. Glen Parish (Hon); 2. Chad Cook (KTM): 3. Jason Martin; 4. Fred Ogrim (DSR); 5. Matt Clemens (Yam).
250 BEG: 1. Jim Williams (Kaw); 2. Todd Ferguson (Yam); 3. Jeff Stevens (ATK); 4. Jason Ditson (Yam); 5. Travis Ogburn (Kaw).
125 NOV: 1. Brian Hubert (Hon); 2. Robert Lilly (SCR); 3. Mike Heavin (DSR); 4. Dwight St. Amant (Suz); 5. John Copeland (Suz).
250 NOV: 1. Brunner Herbert (Kaw); 2. Tim Williams (Kaw).
250 PRO: 1. Bryan Richardson (Yam); 2. Jon Wilson (Suz).
JR VET BEG: 1. Tracy Frizelle (Suz).
JR VET NOV: 1. David Williams (Hon); 2. Jon Hughlett (Yam); 3. Girell Canter (Hon).
VET BEG: 1. Mike Roth (Kaw); 2. Jeff Morris (Hon); 3. Sal Squeo (KSV); 4. Robert Johnson (Suz); 5. David Procida (ATK).
VET NOV: 1. Dennis Foster (Hon); 2. Alex Spinelli (Yam); 3. Ron Malone (Hon).
VET INT: 1. Greg Keim (Yam); 2. Charlie Strong (Hon); 3. Gary Egloff (Hon).
VET EX: 1. Carl Gazafy (MCH); 2. Ron Gibson (Kaw); 3. Michael Rochester (Hon).
VINT NOV: 1. Dennis Ivarson (Hon); 2. Pat Hampton (Yam).
VINT INT: 1. Gary Egloff (Hon).

NMA Banquet honors riders

By ElRae Morgenthaler

EVERETT, WA, FEB. 2

The Northwest Motorcycle Association Awards Banquet was held at the Everett Pacific Hotel. Dorian Sleeper and Bob Dyer arranged an excellent evening including dinner, guest speaker Charles Halcomb of American Suzuki, and awards for the organization's competition series and volunteer efforts. Halcomb showed slides of the recent Swedish ISDE and provided excellent commentary on the event.

John Nielsen of Mt. Baker M.C. and Scott Lathrop of the Northwest Trailriders Association were presented perpetual trophies for their overall wins in the enduro and off-road series, respectively. Harlow Cody of the Northwest Trailriders Association took home the perpetual B class Enduro prize and Lisa Gibson, also of the Northwest Trailriders Association, captured the top C class Enduro trophy.

Scott Lathrop was voted Rider of the Year, for displaying sportsmanship, good conduct and good will toward his fellow competitors, as well as contributing to the image and betterment of our sport on and off the trail.

Results

ENDURO
SPTSMN: 1. Dave Bransrud.
250 A: Jason Dahners.
200 A: 1. John Forsberg.
OPEN A: 1. Dorian Sleeper.
S/SR: 1. Ken Villines.
SR: 1. Dave Bowers.
200 B: 1. Jeff Miscoe.
250 B: 1. Martin Jewell.
OFF-ROAD
200 A: 1. Jeff Odom.
SR: 1. Lyle Duronso.
WMN: 1. Angela Turner.
S/SR: 1. Ron Morgenthaler.

Dean, Crozier claim Macon AX

By Joey Casey

MACON, GA, JAN. 25-26

Mark Crozier and Johnny Dean stole the show at the Macon Coliseum Arenacross, each taking a main event win at the two-day event.

Brian Stokes grabbed the holeshot in Friday night's main event, but miscalculated a double-jump on the first lap and went down hard. Crozier then inherited the lead and piloted his Kawasaki to an uncontested win. Matt Shue and Ashley Epps argued over second until Shue went down on the same double that had claimed Stokes. Epps finished a distant second behind Crozier, while Aaron Yates snuck into third place.

Crozier picked up where he left off the night before and grabbed the holeshot in Saturday night's main event. Close behind were Epps, Dean and Stokes. While Crozier began to establish a lead, Dean waited for a mistake from Epps. Epps stalled in a corner and allowed Dean to set after Crozier. Crozier strained his shoulder and began to slow considerably. Dean stuck a wheel under Crozier in a turn, forcing the leader to slide out. Dean took the win over Crozier, Epps, and Stokes.

Results

125 FRIDAY: 1. Mark Crozier (Kaw); 2. Ashley Epps (Hon); 3. Aaron Yates (Suz); 4. Matt Shue (Hon); 5. Tommy Martin (Hon).
125 SATURDAY: 1. Johnny Dean (Suz); 2. Mark Crozier (Kaw); 3. Ashley Epps (Hon); 4. Brian Stockes (Hon); 5. Jonathan Blain (Hon).

Dirago honored at MSC Banquet

By Thom Veety

NEWBURGH, NY, JAN. 26

More than 300 riders and their families assembled for the annual Metropolitan Sports Committee awards banquet, held at Belle's, where Jeff Dirago received the Sportsman of the Year Award as voted on by all of the riders in attendance.

Todd Dipple took the number one plate in both the 125 and 250cc Expert divisions. Dipple also received the Ace Suzuki and Team Burfeind Award for winning the number one plate in two divisions.

Honda and the House of Power awarded prizes for the top five riders in all classes that were mounted on Hondas, and a total of 42 riders received these prizes. Yamaha and Hunter Motorcycle Corporation also presented cash awards to the top Yamaha riders. Steve Katsanenakis received $200, Chris Povall $500, Greg Bastek $200 and Keith Mann 200. CN

Results

JR MINI: 1. Scott Miller (130 pts); 2. Stuart Cavanaugh (77); 3. Raymond Cavanaugh (57); 4. Shawn Latorre (39); 5. Darrell Brewster (20).
SR MINI: 1. Jed Balogh (138); 2. Dave Umhoefer (82); 3. Keith Troccoli (60); 4. Mike Umhoefer (53); 5. Jason Mavrides (48).
SCHBY: 1. Peter Ferone (94); 2. Keith Troccoli (70); 3. James Knapp (69); 4. Daniel Barber (64); 5. Chris Coy (51).
125 C: 1. Kevin Sisson (58); 2. James Knapp (52); 3. Chris Coy (49); 4. Peter Ferone (47); 5. Troy Comerford (36).
250 OPEN C: 1. Tim Weaver (53); 2. Ken McCarthy (50); 3. Jeff Curtis (31); 4. Mike Czervak (30); 5. Mark Vavaro (29).
125 A: 1. Todd Dippel (701); 2. Mark Schroeder (537); 3. Tim Beachak (481); 4. Jeff Dirago (393); 5. Eric Koch (378).
250 A: 1. Todd Dippel (744); 2. Tim Beachak (505); 3. Eric Koch (433); 4. James Coy (224); 5. Michael Spear (215).
OPEN A: 1. Bruce Winter (493); 2. Rich Koretsky (441); 3. Michael Spear (351); 4. Charles Seguine (335); 5. Ken Napolitano (329).
SR A: 1. James Ross (564); 2. Gary Fetzer (398); 3. Keith Mann (272); 4. Phil Klemen (255); 5. Mark Mercadante (215).
S/SR A: 1. John DiDomenico (220); 2. Lou Pirotte (155); 3. Allen Miller (147); 4. Steve Coy (137); 5. John Bamman (133).
125 B: 1. Brett Anderson (66); 2. Daniel Barber (60); 3. Mike Mavrides (47); 4. Steve Katsanevakis (27); 5. Peter Ferone (26).
250 B: 1. Chris Povall (74); 2. John Genario (54); 3. Dean Warner (44); 4. Mike Galligan (39); 5. (TIE) Dan Dangerfield/ Darren O'Connell (29).
OPEN B: 1. Jeff Miller (84); 2. Ray McLaughlin (59); 3. David Sekelsky (57); 4. David Deines (41); 5. Rudy Amoresano (40).
SR B: 1. Kevin Boudreau (81); 2. Mike Travis (67); 3. Donnie McPhee (62); 4. Henry Roberts (40); 5. Glenn Herbert (36).
S/SR B: 1. Sal Benati (13).
+25 A: 1. Jeff Dirago (711); 2. Bruce Winter (645); 3. Kenny Blackwell (369); 4. John Burfeind (323); 5. Ken Mecking (262).
+25 B: 1. Steve Ferrusi (45); 2. Marty Foster (42); 3. John Genario (37); 4. Paul Burfeind (35); 5. Mark Giraldi (34).

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

CHAMPIONSHIP EVENTS

World C'ship Road Race Series

3/24	Suzuka, Japan
4/7	Eastern Creek, Australia
4/21	Laguna Seca, USA
5/12	Jerez, Spain
5/19	Monza, Italy
5/26	Hockenheim, Germany
6/9	Salzburgring, Austria
6/16	Rijeka, Yugoslavia
6/29	Assen, Holland
7/21	Paul Ricard, France
8/4	Donington Park, Great Britain
8/18	Misano, San Marino
8/25	Brno, Czechoslovakia
9/8	Interlagos, Brazil
9/29	Shah Alam, Malaysia

World C'ship Superbike Road Race Series

4/1	Donington Park, Great Britain
4/18	Jarama, Spain
5/26	Interlagos, Brazil
6/2	Mosport, Canada
6/9	Brainerd, USA
6/30	Osterreich, Austria
8/4	Misano, San Marino
8/11	Anderstorp, Sweden
8/25	Sugo, Japan
9/1	Shah Alam, Malaysia
9/15	Hockenheim, Germany
9/29	Magny Cours, France
10/6	Monza, Italy
10/19	Philip Island, Australia

World C'ship Endurance Road Race Series

4/12	LeMans, France
7/14	Spa, Belgium
7/28	Suzuka, Japan
8/4	Jahor, Malaysia
9/22	LeCastellet, France
9/29	Donington Park, Great Britain
10/20	Philip Island, Australia

World C'ship Observed Trials Series

4/7	Sin Especificar, Luxemburg
4/21	Blackburn, Great Britain
4/27	Newownards, Ireland
5/16	Bielstain, Belgium
6/2	Cierp-Gaud, France
6/9	Viella, Spain
6/23	Myslenice, Poland
6/30	Piesting, Austria
7/7	Cervina, Italy
8/23	Helsinki, Finland
9/1	Gothenberg, Sweden
9/15	Nepomuk, Czechoslovakia

World C'ship 125cc MX Series

4/21	Arco, Italy
4/28	Toulon/Arroux, France
5/5	Markello, Holland
5/26	Kaposvar, Hungary
6/2	Roggenburg, Switzerland
6/9	Genk, Belgium
6/23	Hatherton, Great Britain
6/29	Killinchy, Ireland
7/14	Amatitlan, Guatemala
7/21	Campos do Jordao, Brazil
8/4	Riel, Germany
8/18	Suzuka, Japan

World C'ship 250cc MX Series

4/7	Mill, Holland
4/28	Dalecin, Czechoslovakia
5/5	Schwanenstadt, Austria
5/12	Mantova, Italy
5/26	Hyvinkaa, Finland
6/16	Bandasserona, San Marino
6/23	Arbis, France
6/30	Nismes, Belgium
7/14	Unadilla, USA
7/21	Maracay, Venezuela
8/4	Motola, Sweden
8/18	Suzuka, Japan

World C'ship 500cc MX Series

4/14	Payerne, Switzerland
4/21	Sittendorf, Austria
4/28	Ruskeasanta, Finland
5/5	Vissefjarda, Sweden
5/12	Castalnau de Levis, France
6/2	Norg, Holland
6/30	Esantaoglia, Italy
7/7	Hawkstone Park, Great Britain
7/21	Reutlingen, Germany
8/4	Namur, Belgium
8/11	Kohlenberg, Luxemburg
8/25	San Bernardino, CA, USA

World C'ship Enduro Series

4/20-21	Alp, Spain
4/27-28	St. Marcel d'Ardeche, France
6/1-2	Jaemsae, Finland
6/8-9	Vimmerby, Sweden
6/22-23	La Rufina, Italy
6/29-30	Borgo Maggiore, San Marino
7/20-21	Kielce, Poland
7/27-28	Munster, Germany

Int'l Six Days Enduro

9/2-7	Brezova, Czecho

Motocross des Nations

9/15	Valkenswaard, Holland

Trial des Nations

9/22	Grosshaubach, Germany

AMA Grand Nat'l C'ship Camel Pro Series

3/9	Daytona Beach, FL ST
4/6	Sacramento, CA M
5/11	Pomona, CA HM
5/19	San Jose, CA M
5/26	Springfield, IL M
6/8	Louisville, KY HM
6/29	Lima, OH HM
7/13	Hagerstown, MD HM
7/20	Parkersburg, WV HM
7/27	Oklahoma City, OK HM
8/4	Peoria, IL TT
8/7	Rapid City, SD HM
8/24	Indianapolis, IN M
9/1	Springfield, IL M
9/15	San Jose, CA M
10/5	Pomona, CA HM
10/12	Sacramento, CA M

Info 614/891-2425

AMA Camel Supercross Series

2/23	Atlanta, GA
3/9	Daytona Beach, FL
3/16	Tempe, AZ
4/6	St. Petersburg, FL
4/13-14	Pontiac, MI
4/20	Charlotte, NC
4/27	Dallas, TX
5/4	Las Vegas, NV
5/18	TBA, NY
6/1	Boston, MA
6/15	San Jose, CA
6/22	Los Angeles, CA

Info 614/891-2425

AMA Nat'l C'ship 125/250 MX Series

3/3	Gainesville, FL
3/24	Sacramento, CA
5/26	Mt. Morris, PA
7/7	Buchanan, MI
7/21	Axton, VA
7/28	Troy, OH
8/4	Southwick, MA

Info 614/891-2425

AMA Nat'l C'ship 125/500 MX Series

8/11	Millville, MN
9/1	Washougal, WA
9/22	Binghamton, NY
9/29	Delmont, PA
10/6	Budds Creek, MD
10/13	New Berlin, NY

Info 614/891-2425

AMA Nat'l C'ship Road Race Series

3/1-10	Daytona Beach, CA
5/17-19	Braselton, GA
6/14-16	Loudon, NH
6/28-30	Elkhart Lake, WI
7/4-6	Charlotte, NC
7/13-14	Miami, FL
8/2-4	Lexington, OH
9/6-8	Topeka, KS
9/20-22	Rosamond, CA

Info 614/891-2425

AMA Amateur Nat'l C'ship Hillclimb

8/31	Everett, PA

Info 614/891-2425

AMA Nat'l C'ship Enduro Series

2/17	Coalinga, CA
3/17	Pitkin, LA
4/14	McArthur, OH
5/5	Union, SC
7/14	Perkinston, MS
9/22	New Waverly, TX
10/13	Redding, CA
10/27	Bear, DE
11/3	Morrison, IL

* Tentative

Info 614/891-2425

AMA Nat'l C'ship Hare Scrambles Series

2/24	Rockne, TX
3/24	Hurricane Mills, TN
4/7	Cadiz, KY
4/21	Redding, CA
6/9	West Greenwich, RI
6/30	Ketchum, ID
7/21	Flat River, MO
7/28	S. Edmonston, NY
9/29	Lynnville, IN

Info 614/891-2425

AMA Nat'l C'ship Hare & Hound Series

3/23	Lucerne Valley, CA
4/14	Jericho, UT
5/5	Las Vegas, NV
9/15	Craig, CO
9/29	Wendover, UT
10/20	Wells, NV

* Tentative

Info 614/891-2425

AMA Amateur/Youth Nat'l Dirt Track C'ship

TT Scrambles Final

7/12-13	Peoria, IL

Short Track Final

7/9-10	Peoria, IL

Half Mile Final

7/6-7	Henry, IL

Info 614/891-2425

AMA Amateur Nat'l C'ship Supercross Series

2/24	Atlanta, GA
3/4	Gainesville, FL
3/17	Phoenix, AZ
4/7	St. Petersburg, FL
4/13-14	Pontiac, MI
4/21	Charlotte, NC
4/27	Dallas, TX
5/5	Las Vegas, NV
5/18	E. Rutherford, NJ
6/2	Foxboro, MA
6/16	San Jose, CA
6/23	Los Angeles, CA

Info 813/822-8929

AMA/CCS Pro/Am C'ship Road Race Series

Great Lakes Region

4/13-14	Grattan, MI
4/27-28	Elkhart Lake, WI
5/11-12	Beloit, IL
6/15-16	Grattan, MI
7/6-7	Grattan, MI
7/27-28	Beloit, IL
8/24-25	Beloit, IL
9/14-15	Grattan, MI
10/5-6	Grattan, MI

South Florida Region

2/28-3/3	Daytona, FL
3/16-17	W. Palm Beach, FL
4/6-7	Savannah, GA
4/28	W. Palm Beach, FL
5/27	W. Palm Beach, FL
6/29-30	Savannah, GA
7/13-14	W. Palm Beach, FL
8/3-4	Savannah, GA
8/17-18	W. Palm Beach, FL
8/31-9/1	Savannah, GA
9/21-22	W. Palm Beach, FL
8/28-29	Braselton, GA
10/19-20	W. Palm Beach, FL
12/15	W. Palm Beach, FL

Southeast Region

2/28-3/3	Daytona, FL
4/6-7	Savannah, GA
5/4-5	Braselton, GA
5/25-26	Savannah, GA
6/29-30	Savannah, GA
8/3-4	Savannah, GA
8/17-18	Talladega, AL
8/31-9/1	Savannah, GA
10/12-13	Talladega, AL

Mid Atlantic Region

5/11-12	Summit Point, WV
5/25-26	Savannah, GA
6/22-23	Summit Point, WV
7/20-21	Summit Point, WV
9/14-15	Summit Point, WV
8/28-29	Braselton, GA

Midwest Region

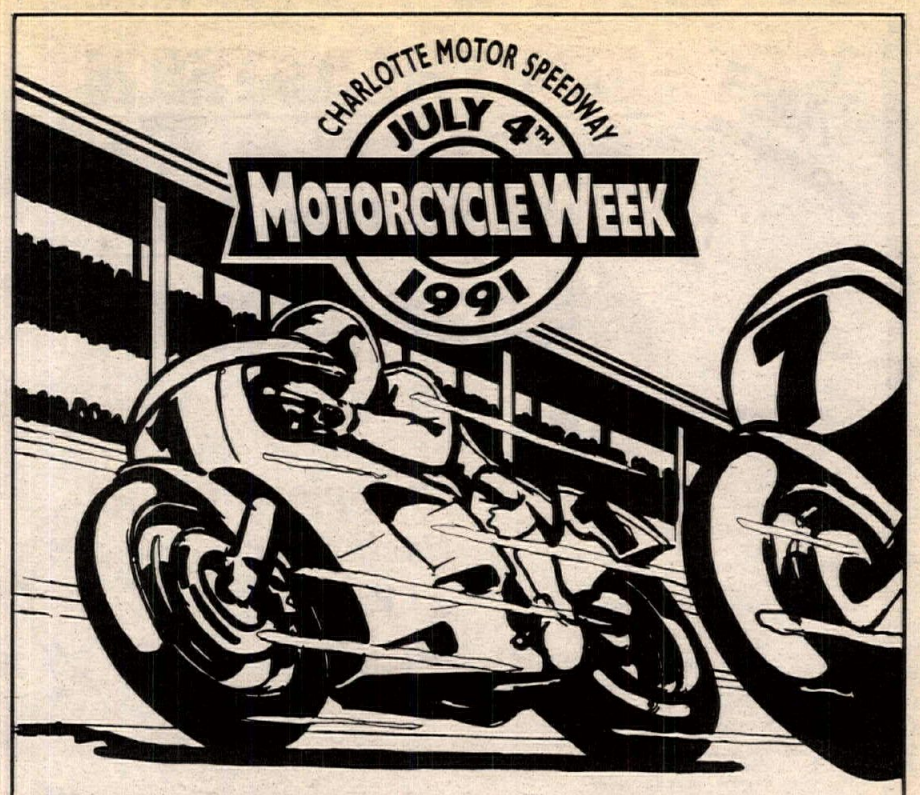
4/6-7	Beloit, IL
4/27-28	Elkhart Lake, WI
5/11-12	Beloit, IL
6/1-2	Beloit, IL
6/15-16	Grattan, MI
7/6-7	Grattan, MI
7/27-28	Beloit, IL
8/24-25	Beloit, IL
9/7-8	Beloit, IL
10/5-6	Grattan, MI

Salt Lake Region

5/5	Bonneville, UT
5/27	Bonneville, UT
7/7	Bonneville, UT
9/1	Bonneville, UT
10/6	Bonneville, UT

Southwest Region

3/2-3	Las Vegas, NV
3/30-31	Chandler, AZ
4/27-28	Las Vegas, NV
5/25-26	Chandler, AZ
6/15-16	Chandler, AZ
8/31-9/1	Las Vegas, NV



☆ JULY 2-6, 1991 ☆

July 2-3
AMA PROFESSIONAL
STADIUM MOTOCROSS
CHAMPIONSHIPS

July 4-5
NC HARLEY DAVIDSON
DEALERS ASSOCIATION'S
NATIONAL DRAG RACE
SANCTIONED BY HDRA

July 4-6
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CHAMPIONSHIP
ROAD RACE

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2369 Old Tomoka Rd. Phone 904/672-4695
Sign-in Starts 11 AM First Bike Out 1 PM Deadline 4 PM

TUESDAY, MARCH 5, 1991

$1500 Purse Plus 250 Trophies

First Place - $1000, 2nd Place - $300, 3rd Place - $200

What It Costs: $20 Pre-Entry For Ages 16-61
$15 Pre-Entry For Ages 61 & Over
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WOW! Look What's Included In Your Pre-Entry!

- The Chance At Great Door Prizes Plus 50/50 Drawing
- Lunch From The Little Tomoka For Every Adult Pre-Entry
- A Free Beverage From Artie's Pub, 2400 S. Atlantic Ave., Daytona Beach
- 50% Off All Admissions to:
- The AMI Southeast Amateur/Youth Regional Championship Sunday March 3 - Monday March 4 at the Municipal Stadium
- A Free Draft Beer From Carmichael's Pub, 1500 Volusia Ave., Daytona Beach

Send Pre-Entry To: Deadline 2/21/91
L-A Promotions, P.O. Box 8415, Westerville, OH 43081 INFO: 614/383-3887
Purse Subject To Number of Qualified Entrants Otherwise 50% Payback and A Great Florida Ride!

Want to go racing!? Check the Cycle News calendar section.

CMC '91 Golden State Nationals

Sun., Feb. 24	Barona Oaks
Sun., Mar. 3	Glen Helen
Sun., Mar. 10	Sunrise Cycle Park
Sun., Mar. 17 USAN #1	Glen Helen
Sun., Mar. 24 USAN#2	Barona Oaks

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NORWALK, CA 90650
National Motosport Association

The AMA SOUTHEASTERN REGIONAL MX CHAMPIONSHIP MEGASERIES

1·9·9·1

MAR 10	DUNLOP DAY MUDDY CREEK RACEWAY Blountville, TN
MAR 17	DALLAS RICKER COMPLEX Greeneville, TN
MAR 24	HIDDEN ACRES MX Kingsport, TN
APR 7	MUDDY CREEK RACEWAY
MAY 4-5	SUZUKI EASTERN CONTINENTAL CHAMPIONSHIP MUDDY CREEK RACEWAY
JUN 1	GEORGIA STATE CHAMPIONSHIP RIVERSIDE SX, Calhoun, GA
JUN 9	MUDDY CREEK RACEWAY
JUN 29-30	KAWASAKI VOLUNTEER STATE CHAMPIONSHIP MUDDY CREEK RACEWAY
JUL 14	VIRGINIA STATE CHAMPIONSHIP PRO SPORT MX, Wytheville, VA
AUG 4	SOUTH MOUNTAINS CHALLENGE SILVER CREEK MX, Morganton, NC
AUG 18	PRO SPORT MX
AUG 25	MUDDY CREEK RACEWAY
SEP 15	YAMAHA FALL CLASSIC MUDDY CREEK RACEWAY
SEP 29	HIDDEN ACRES MX
OCT 26-27	HONDA TOP GUN SHOWDOWN MUDDY CREEK RACEWAY

INFO (nights) 615·323·5497

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RECENTLY REDESIGNED BY JOHN SAVITSKI OF STADIUM DIRT DESIGNS

"ONE-TRACK SERIES FINAL EVENT"

Sun., Feb. 24, 1991

THE DAY AFTER ATLANTA

$8,000.00 Camp Coker Series Pro Purse
PAID TO 125A & 250A CLASSES ONLY
(Per Moto)
1st - $150.00
2nd - $100.00
3rd - $ 80.00
4th - $ 60.00
5th - $ 50.00
6th - $ 35.00
7th - $ 25.00
$2,000.00 PER EVENT

The Classes
-(5 BIKES MAKE A CLASS)-

2 Wheel
0-65, 7-11
0-85, 7-11
0-85, 12-15
125 Schoolboy
125 A
125 B
125 C
250 A
250 B
250 C
Open AM
Open A
+25 A
+25 B
+30

ATV
2-Stroke
4-Stroke

Bike Give-away
RIDERS PARTICIPATING IN ANY "ONE-TRACK SERIES" EVENT ARE ELIGABLE!

125cc Motocross Bike
AMATEUR 2-wheel riders who participate may enter drawing once per event, per class in which they ride.*

80cc Motocross Bike
YOUTH 2-wheel riders who participate may enter drawing once per event, per class in which they ride.*

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SPRING SERIES EVENT
SUN., MARCH 31, 1991

AMA SANCTIONED

GFI/PERRIS RACEWAY 1991 SCHEDULE

Sun., Feb. 17	North-South Showdown	Huron
Sat., Feb. 23	GFI Super Sat. Morn. MX	Perris Raceway
Sun., Feb. 24	North-South Showdown	Perris Raceway
Sat., Mar. 2	GFI Super Sat. Morn. MX	Perris Raceway
Sun., Mar. 3	Double Cross GP	Perris Raceway
Sat., Mar. 9	GFI Super Sat. Morn. MX	Perris Raceway

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CALENDAR

9/21-22	Chandler, AZ
10-/12-13	Las Vegas, NV

Northeast Region

4/6-7	Loudon, NH
4/27-28	Bridgehamton, NY
5/11-12	Loudon, NH
5/25-26	Bridgehamton, NY
6/8-9	Loudon, NH
6/29-30	Loudon, NH
7/20-21	Bridgehamton, NY
8/3-4	Loudon, NH
9/7-8	Loudon, NH

Mountain Region

5/4-5	Second Creek, CO
5/25-26	Mt. View, CO
6/8-9	Pueblo, CO
6/22-23	Second Creek, CO
7/6-7	Second Creek, CO
7/20-21	Mt. View, CO
8/3-4	Pueblo, CO
8/17-18	Mt. View, CO
9/14-15	Steamboat Springs, CO
9/28-29	Second Creek, CO

Finale

10/25-27	Daytona Beach, FL

Info 614/891-2425

AMA/Loretta Lynn Amateur/Youth MX Qualifiers

Northeast Area

4/6-7	Budds Creek, MD
4/20-21	Delmont, PA
4/27-28	Birch River, WV
5/18-19	S. Edmestonm NY
6/1-2	Hookstown, PA
6/15-16	Youth Regional Auburn, NY
6/22-23	Amateur Regional Armaugh, PA

Southeast Area

4/6-7	Sanford, NC
4/13-14	Gainesville, FL
4/27-28	Macon, GA
5/4-5	Reddick, FL
5/18-19	Greeneville, TN
6/15-16	Amateur Regional Axton, VA
6/22-23	Youth Regional Gainesville, FL

Mideast Area

4/20-21	Buchanan, MI
4/27-28	MacArthur, OH
5/4-5	Brown City, MI
5/11-12	Hortonville, IN
5/18-19	Tiffin, OH
6/1-2	Mitchell, IN
6/15-16	Amateur Regional Delta, OH
6/22-23	Youth Regional Sugar Grove, OH

North Central Area

4/6-7	Kahoka, MO
4/13-14	Casey, IL
4/27-28	Murfreesboro, TN
5/4-5	Denmark, WI
5/18-19	Lowes, KY
6/15-16	Youth Regional Casey, IL
6/22-23	Amateur Regional Byron, IL

South Central Area

4/20	Rio Vista, TX
5/26	Tyler, TX
6/22-23	Am/Youth Regional Tyler, TX

West Central Area

4/6-7	TBA
5/18-19	Price, UT
6/1-2	Am/Youth Regional Rock Springs, WY

Northwest Area

4/29	Roseburg, OR
5/26	Am/Youth Regional Roseburg, OR

Southwest Area

5/18	Las Vegas, NV
5/25	Adelanto, CA
6/8	Am/Youth Regional Adelanto, CA

Nat'l C'ship Finals

8/13-17	Hurricane Mills, TN

Info 419/478-5386

WERA Pro/F-USA Road Race Series

3/22-24	Braselton, GA
4/12-14	Rosamond, CA
5/25-26	Shannonville, CAN
6/21-23	Kent, WA
7/4-7	Topeka, KS
8/2-4	Brainerd, MN
8/23-25	Pocono, PA
10/30-11/3	Braselton, GA

Info 803/681-9372

Kerker/SBS WERA Nat'l Endurance Road Race Series

3/23	Braselton, GA
3/30	Talladega, AL
4/12-13	Rosamond, CA
5/4	Garrettsville, OH
5/18	Grattan, MI
6/8	Portland, OR
6/22	Kent, WA
7/13-14	Garrettsville, OH
8/3	Brainerd, MN
8/17	TBA
8/31	Millington, TN
9/14	Faulkville, GA
10/5	Clermont, IN
11/1	Braselton, GA

Info 803/681-WERA

WERA Regional C'ship Road Race Series

Northeast/Mid-Atlantic Region

4/13-14	Summmit Point, WV
5/4-5	Garrettsville, OH
5/25-26	Summit Point, WV
6/8-9	Garrettsville, OH
6/15-16	Rockingham, NC
8/17-18	Summit Point, WV
8/31-9/1	Garrettsville, OH
9/28-29	Garrettsville, OH
10/12-13	Summit Point, WV

Southeast Region

2/23-24	Talladega, AL
3/16-17	Faulkville, GA
3/30-31	Talladega, AL
4/20-21	Millington, TN
5/11-12	Talladega, AL
6/1-2	Faulkville, GA
6/15-16	Rockingham, NC
6/29-30	Talladega, AL
7/20-21	Faulkville, GA
8/10-11	Rockingham, NC
8/31-9/1	Millington, TN
9/14-15	Faulkville, GA
9/28-29	Talladega, AL

North Central Region

4/6-7	Clermont, IN
4/20-21	Grattan, MI
5/18-19	Grattan, MI
6/15-16	S. Beloit, IL
6/29-30	Grattan, MI
7/27-28	Grattan, MI
8/17-18	E. St. Louis, IL
8/31-9/1	Garrettsville, OH
9/7-8	Grattan, MI
10/5-6	Clermont, IN

Mid Central Region

2/23-24	Talladega, AL
3/30-31	Talladega, AL
4/14	E. St. Louis, MO
4/20-21	Millington, TN
5/11-12	Talladega, AL
6/8-9	E. St. Louis, IL
6/29-30	Talladega, AL
7/28	E. St. Louis, MO
8/3-4	Talladega, AL
8/17-18	E. St. Louis, MO
8/31-9/1	Millington, TN
9/28-29	Talladega, AL

South Central Region

2/16-17	Monterrey, MEX
3/3	Henderson, TX
3/16-17	Henderson, TX
4/6-7	Henderson, TX
5/4-5	San Angelo, TX
6/1-2	Henderson, TX
6/22-23	San Angelo, TX
7/7	Henderson, TX
7/20-21	Henderson, TX
8/17-18	Henderson, TX
8/31-9/1	Millington, TN
* 8/23-25	Final Long Pond, PA

Info 803/681-WERA

SETRA C'ship Enduro Series

3/3	Pelion, SC
3/10	Deland, FL
3/17	Maxeys, GA
3/24	Lenoir, NC
4/28	Olustee, FL
5/5	Clinton, SC

Info 912/882-6483

SETRA C'ship Hare Scrambles Series

2/17	Johnsonville, SC
2/24	Maxeys, GA
4/14	Sumter, SC
5/12	Jasper, AL

Info 404/532-6832

NESC C'ship MX Series

3/24	Middleboro, MA
3/31	Middleboro, MA
4/7	Southwick, MA
4/14	Middleboro, MA
4/21	Middleboro, MA
4/28	Southwick, MA
5/5	Middleboro, MA
5/12	Middleboro, MA
5/19	Southwick, MA
5/26-27	Lewiston, ME
6/9	C. Village, CT
6/16	Lewiston, ME
6/23	Southwick, MA
6/30	C. Village, CT
7/7	Southwick, MA
7/22	Lewiston, ME
7/29	Southwick, MA
8/11	Middleboro, MA
8/18	C. Village, CT
8/25	Southwick, MA
9/1-2	Lewiston, ME
9/8	Southwick, MA
9/15	Middlebobo, MA
9/22	C. Village, CT
9/29	Middleboro, MA
10/6	Southwick, MA
10/20	Southwick, MA
10/27	Middleboro, MA
11/3	Middleboro, MA
11/10	Middleboro, MA

Info 413/772-0685

AHRMA Historic Cup Road Race Series

3/2	Talladega, AL
3/4	Daytona Beach, FL
3/30	Chandler, AZ
5/11	S. Beloit, IL
7/6	Grattan, MI
7/20	Summit Point, WV
8/31	Las Vegas, NV
9/14	Steamboat Springs, CO
9/28	Braselton, GA

Info 715/842-9699

AHRMA Showcase Road Race Series

5/18-19	Braselton, GA
6/15-16	Loudon, NH
6/29-30	Elkhart Lake, WI
8/3-4	Lexington, OH
9/7-8	Topeka, KS
9/21-22	Rosamond, CA

Info 715/842-9699

AHRMA Regional Road Race Series

4/6	Faulkville, GA
4/27	Elkhart Lake, WI
4/27	Las Vegas, NV
6/22	Summit Point, WV

Info 715/842-9699

NY State C'ship Hare Scrambles Series

5/12	Saquoit Valley, NY
5/26	South Edmeston, NY
6/9	Moravia, NY
6/16	Little Genesee, NY
7/7	Speedsville, NY
7/28	South Edmonston, NY
8/25	Little Genesee, NY
9/8	South Edmonston, NY
9/29	Moravia, NY
10/27	South Edmonston, NY

Info 315/635-3396

CMA C'ship Supercross Series

4/20	Toronto, Ontario, CAN
9/14	Montreal, Quebec, CAN

Info 416/363-9035

Mid-South C'ship Hare Scramble Series

2/24	Cullman, AL
3/17	Fort Knox, KY
4/21	Centerville, TN

Info 615/331-1475

FTR C'ship Hare Scrambles Series

2/24	Orlando, FL
3/24	Plant City, FL
4/7	Crescent City, FL
4/21	Lake Wales, FL

Info 904/796-8654

FTR C'ship Enduro Series

3/10	Ocala, FL
4/28	Olustee, FL
5/18	Daytona, FL
6/2	Richloam, FL

Info 906/796-8654

AMA Southeastern Regional C'ship MX Mega Series

3/10	Blountville, TN
3/17	Greeneville, TN
3/24	Kingsport, TN
4/7	Blountville, TN
5/4-5	Blountville, TN
6/1	Calhoun, GA
6/9	Blountville, TN
6/29-30	Blountville, TN
7/14	Wytheville, VA
8/4	Morganton, NC
8/18	Wytheville, VA
8/25	Blountville, TN
9/15	Blountville, TN
9/29	Kingsport, TN
10/26-27	Blountville, TN

Info 615/323-5497

ATA Observed Trials C'ship Series

2/17	McCain Valley, CA
3/10	Ramona, CA
4/7	Lucerne Valley, CA
5/5	Lucerne Valley, CA
6/1-2	Bif Bear, CA
9/15	Cactus Flats, CA
10/6	Corral Canyon, CA
10/27	Lucerne Valley, CA
11/10	Littlerock Cyn., CA

Info 213/259-6631

Mid-Atlantic Vintage Trials Series

3/24	Union Bridge, MD
4/21	Granogue, DE
5/4-5	Toronto, OH
6/1-2	Duncannon, PA
6/8-9	Jefferson, PA
7/14	Bodines, PA
8/3-4	Toronto, OH
8/18	Millerstown, PA
10/13	Toughkenamon, PA

Info 301/775-7209

PITS C'ship Trials Series

2/16-17	Patterson, CA
3/10	Auburn, CA
3/23-24	Patterson, CA
4/14	Clear Lake, CA
4/27-28	Auburn, CA
5/25-26	Feather Falls, CO
6/16	LaPorte, CA
6/30	Donner, CA
7/21	Donner, CA
8/18	Donner, CA
9/8	Donner, CA
9/28-29	Sparks, NV
10/20	Santa Cruz, CA
11/9-10	Patterson, CA
11/24	Auburn, CA

Info 916/723-9560

International Oldtimers C'ship MX Series

4/6-7	Boise, ID
5/4-5	Marysville, CA
5/25-26	Richland, WA
6/1-2	Edmonton, Alberta, CAN
6/15-16	Mammoth, CA
6/29-30	Duncan, B.C., CAN
7/13-14	Rock Springs, WY
7/27-28	Sandy, OR
8/31-9/1	Fernley, NV

Info 208/467-3593

Prostar Nat'l C'ship Drag Race Series

4/6-7	Gainesville, FL
5/4-5	Houston, TX
6/1-2	Atco, NJ
6/29-30	Epping, NH
8/3-4	Jacksonville, NC
9/7-8	Louisville, KY
10/5-6	Atco, NJ
11/8-10	Bradenton, FL

Info 609/768-4624

IDBA Nat'l C'ship Drag Race Series

3/23-24	Dallas, TX
4/27-28	Bowling Green, KY
5/18-19	Memphis, TN
6/15-16	Rockingham, NC
7/13-14	Columbus, OH
8/10-11	Reading, PA
9/14-15	Norwalk, OH
10/19-20	Atlanta, GA

Info 205/849-7886

Dragbike! Nat'l C'ship Drag Race Series

3/2-3	Miami, FL
3/16-17	Phoenix, AZ
4/20-21	Los Angeles, CA
6/15-16	Tulsa, OK
6/22-23	Albuquerque, NM
7/13-14	Spokane, WA
7/27-28	Rising Sun, MD
8/24-25	Rochester, NY
9/7-8	Bakersfield, CA
9/21-22	Indianapolis, IN
10/5-6	Baton Rouge, LA
10/26-27	Phoenix, AZ
11/15-17	Gainesville, FL

Info 315/735-1661

ARRA Road Race Series

2/16-17	Willow Springs, CA
3/16-17	Willow Springs, CA
4/20-21	Willow Springs, CA
5/18-19	Willow Springs, CA
6/15-16	Willow Springs, CA
7/4	Willow Springs, CA
7/20-21	Willow Springs, CA
8/17-18	Willow Springs, CA
9/14-15	Willow Springs, CA
10/19-20	Willow Springs, CA
11/16-17	Willow Springs, CA
12/14-15	Willow Springs, CA

Info 805/966-5700

OMRRA C'ship Road Race Series

4/6-7	Portland, OR
5/18-19	Portland, OR
6/8-9	Portland, OR
8/18	Portland, OR
9/21-22	Portland, OR
10/20	Portland, OR

Info 503/221-1487

MRA Road Race Series

5/5	Second Creek, CO
5/19	Mountain View, CO
6/9	Pueblo, CO
6/23	Second Creek, CO
7/7	Second Creek, CO
7/21	Mountain View, CO
8/4	Pueblo, CO
8/18	Mountain View, CO
9/14-15	Steamboat Springs, CO
9/29	Second Creek, CO

Info 303/789-2429

CRRA C'ship Road Race Series

5/4-5	Brainerd, MN
5/18-19	Brainerd, MN
6/28-29	Brainerd, MN
9/14-15	Brainerd, MN

Info 612/332-4070

HDRA/SCORE Int'l Desert Racing Series

3/1-3	Nissan 400 Las Vegas, NV
4/5-7	San Felipe 250 San Felipe, B.C., MEX
6/7-9	Baja Internacional Ensenada, B.C., MEX
7/5-7	Fireworks 250 Barstow, CA
9/6-8	Nevada 500 Pahrump Station, NV
10/11-13	Gold Coast 300 Jean, NV
11/7-10	Baja 1000 Ensenada, B.C., MEX

Info 818/889-9216.

Golden Crown of Baja Series

3/15-17	Gran Carrera de Mexicali Mexicali, B.C., MEX
5/17-19	Gran Carrera de Tecate Tecate, B.C., MEX
7/26-28	Gran Carrera de Ensenada Ensenada, B.C., MEX
9/20-22	Gran Carrera de Campeones San Felipe, B.C., MEX

Info 818/340-5750

Grans Prix de Baja Series

2/23	Mexicali Gran Prix Mexicali, B.C., MEX
4/13	Baja Malibu Gran Prix Rosarito Beach, B.C., MEX
6/1	Tecate Gran Prix Tecate, B.C., MEX
10/5	Ensenada Gran Prix Ojos Negros, B.C., MEX
11/2	San Felipe Gran Prix San Felipe, B.C., MEX

Info 818/340-5750

SUDS Off-Road Series

3/9-10	Tecate, Baja, MEX
4/20-21	San Bernardino. CA
5/25-26	Tecate, Baja, MEX
6/15-16	San Bernardino, CA
7/13-14	Tecate, Baja, MEX
8/17-18	San Bernardino. CA
10/19-20	Tecate, Baja, MEX
11/16-17	San Bernardino, CA

Info 818/340-5750

Sabine Enduro Circuit

3/10	String Prairie, TX
3/TBA	Leesville, LA
4/7	Nacogdoches, TX

Info 409/722-7926

High Plains Enduro Circuit

2/24	Odessa, TX
3/24	San Angelo, TX
4/14	Post, TX

Info 806/795-1218

Black-Jack Enduro Circuit Series

2/17	Kirby, AR
3/24	Cass, AR
4/28	Tulsa, OK
5/5	Chadwick, MO
5/19	Flat River, MO
6/9	Texarkana, TX
7/28	Goodman, MS
8/11	Breezy Hill, LA
9/15	Little Rock, AR
9/29	Stillwater, OK
10/13	Tulsa, OK
10/27	Oklahoma City, OK

Info 903/832-5323

RMEC Enduro Series

2/17	Phoenix, AR
5/5	Chadron, NE
5/26	Limon, CO
6/9	Buena Vista, CO
6/23	Woodland Park, CO
7/14	Walden, CO
7/21	Del Norte, CO
8/4	Steamboat Springs, CO
9/29	Cloudcroft, NM

Info 307/742-4136

South Texas Hare Scramble Series

2/24	AMSA Rockne, TX
3/10	DBSA New Berlin, TX

Info AMSA-512/892-5026, DBSA-512/438-7594, TRH-713/351-7339

Texas State C'ship Enduro Series

2/24	Midland, TX
3/10	San Antonio, TX
3/24	Sweetwater, TX
4/7	Nacogdoches, TX

Info 817/540-0094

CRRC Road Race Series

2/16-17	Monterrey, MEX
3/16-17	Henderson, TX
4/6-7	Henderson, TX
5/4-5	San Angelo, TX
6/1-2	Henderson, TX
6/22-23	San Angelo, TX
7/20-21	Henderson, TX
8/17-18	Henderson, TX
9/14-15	San Angelo, TX
10/12-13	Henderson, TX
10/30-11/3	Grand Nat'l Final Braselton, GA

* Tenative
Info 713/342-9032

Mike Kidd Nat'l Arenacross Series

2/15-17	El Paso, TX
3/1-3	Denver, CO

Info 817/433-5587

USBA C'ship Road Race Series

5/5	Salt Lake City, UT
6/9	Salt Lake City, UT
7/7	Salt Lake City, UT
9/1	Salt Lake City, UT
10/5-6	Salt Lake City, UT

Info 801/973-9091

MTEG Off-Road C'ship GP Series

2/23	San Diego, CA
3/23	Pasadena, CA
4/13	Phoenix, AZ
4/27	Seattle, WA
5/18	Dallas, TX
7/20	Los Angeles, CA
9/TBA	Denver, CO
9/TBA	Las Vegas, NV
10/TBA	San Francisco, CA

* Tentative
Info 714/938-4100
Info 714/261-6116

AFM Road Race Series

3/30-31	Sears Point, CA
5/25-26	Sears Point, CA
6/15-16	Sears Point, CA
6/29-30	Sears Point, CA
7/13-14	Sears Point, CA
8/10-11	Sears Point, CA
8/31-9/1	Sears Point, CA
10/20	Sears Point, CA

Info 415/537-8208

NMA Mini Road Race Series

2/17	Riverside, CA
3/3	Amago, CA
3/17	Riverside, CA
4/7	Riverside, CA
4/28	Amago, CA
5/19	Amago, CA
6/2	Riverside, CA
6/9	Amago, CA
7/7	Riverside, CA
7/28	Amago, CA
8/18	Riverside, CA
9/15	Riverside, CA
9/29	Amago, CA
10/13	Riverside, CA
10/27	Amago, CA
11/17	Riverside, CA
11/24	Amago, CA
12/7-8	Riverside, CA

Info 213/864-5214

GFI California Winter Series

North-South Showdown

2/17	Huron, CA
2/24	Perris, CA

GFI Amateur Supercross Series

3/17	Phoenix, AZ
5/5	Las Vegas, NV
6/23	Los Angeles, CA

Cal State C'ship Short Track Series

3/23-24	Tulare, CA
4/13-14	Visalia, CA
5/11-12	Merced, CA
7/13-14	TBA, CA
8/10-11	Hanford, CA

Info 408/449-7367

Cal Mid-State C'ship Short Track Series

8/24-25	Hollister, CA

Info 408/449-7367

NMA Off Road Series

2/24	Bellingham, WA
3/13	Tenino, WA
4/14	Olympia, WA
4/21	Mt. Vernon, WA
6/9	Bellingham, WA
8/17-18	Bellingham, WA
9/7	Sultan, WA
9/22	Shelton, WA
10/20	Goldbar, WA
11/10	Shelton, WA
11/17	Bellingham, WA

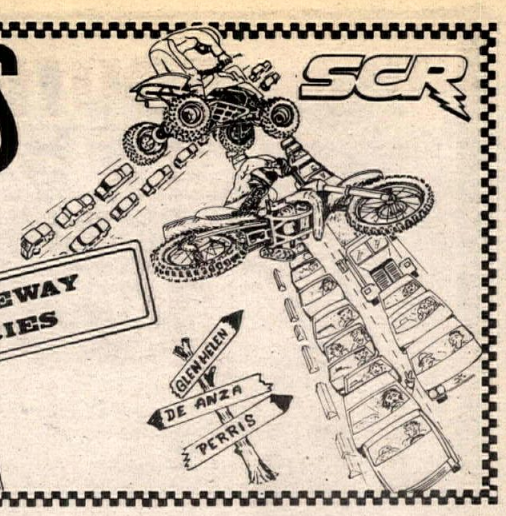
Info 206/724-7515

NMA Enduro Series

3/10	Shelton, WA
4/7	Belfair, WA
5/19	Tenino, WA
7/21	Chehalis, WA
7/27	Mt. Vernon, WA
9/29	Mt. Vernon, WA
10/6	Olympia, WA
10/27	Bellingham, WA

Info 206/724-7515

DOUBLECROSS SCR



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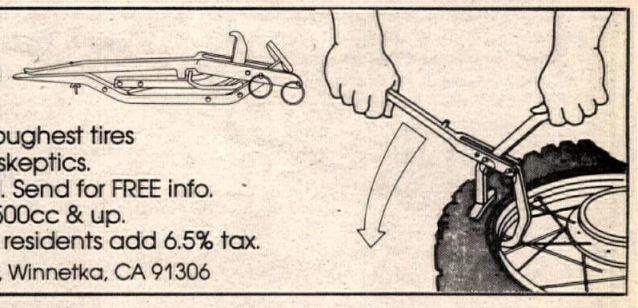

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Diamond Head
Sun. Feb. 24 MX LA County Raceway
Sun. Mar. 3 MX Sunrise
Sun. Mar. 10 MX LA County Raceway
Next Vintage Race
Sun. Feb. 17 GP Glen Helen
Diamond Head
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PRO COMP ______	PRO GAS ______	9.20 INDEX
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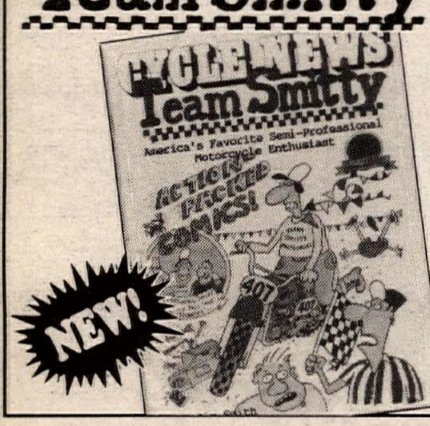

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CALENDAR

FEBRUARY

S	M	T	W	T	F	S
					1	2
3	4	5	6	7	8	9
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17	18	19	20	21	22	23
24	25	26	27	28		

MARCH

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10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

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February 15-17

PENNSYLVANIA SPRINTS/SUPERCROSS
13th Annual Motorama Arena Races & Speed Show. Harrisburg. Info 717/359-4310 or 215/562-3264.
TEXAS ARENACROSS
• Mike Kidd Promotions. International AX C'ship. County Coliseum, El Paso. Info 817/433-5587.

February 15-18

MEXICO OFF ROAD
Family Baja Trail Riding/So. Cal. Off Road. Rancho Santa Veronica O.R.P., Tecate, B.C. Info 213/437-8466.

February 16

CALIFORNIA HARE SCRAMBLES
AMA/D-38/Fudpucker Racing Team. 150 King of the Desert H.S. Superstition C'ship Series, #1. Lake Superstition, Imperial County. Info 619/427-5759.
CALIFORNIA MOTOCROSS
• GFI Super Sat. Perris Raceway, Perris. Info 714/788-5853.
CALIFORNIA MOTOCROSS
• Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
CALIFORNIA SHORT TRACK
• R & D Enterprises. Monterey County Fairgrounds, Monterey. Info 408/449-7367.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA MOTOCROSS/SAND DRAGS
• Orange County Raceway, Orlando. Info 407/568-2271.
TEXAS SUPERCROSS
Skeeter Motorsports Complex, Algoa. Info 409/925-4232.
WASHINGTON MOTOCROSS
MXNW Series. Woodland MX Park, Woodland. Info 206/225-8219.
WASHINGTON ARENACROSS
Pro Sports Promotions. Oakwood Arena, Spanaway. Info 206/847-1791 or 535-6911.
WYOMING SHORT TRACK
• Motorsports of America. Casper. Info 1-800-544-8714.

February 16-17

CALIFORNIA TRIALS
AMA/PITS C'ship Series. Patterson. Info 916/723-9560.

February 17

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
ALABAMA MOTOCROSS
Cane Creek MX Park, Heflin. Info 205/463-5470 or 253-2666.
ARIZONA ENDURO
AMA/RMEC/AZ Trail Riders. Phoenix. Info 602/439-0660.
CALIFORNIA MOTOCROSS
• GFI Winter Series North-South Showdown. Huron Cycle Park, Huron. Info 714/788-5853.
CALIFORNIA MARATHON
• AMA/D-36. Lodi Cycle Bowl, Lodi. Info 209/369-5195.
CALIFORNIA GRAND PRIX
• CRC. Glen Helen OHV Park, San Bernardino. Info 805/272-8889.
CALIFORNIA ENDURO
AMA/D-36/Salinas Ramblers MC. Quicksilver Nat'l Enduro. Clear Creek Management Area, Coalinga. Info 408/449-4608.
CALIFORNIA MOTOCROSS
• Top Gun. DeAnza Cycle Park, Sunnymead. Info 714/242-5840.
CALIFORNIA TRIALS
AMA/SDTR/ATA C'ship Round 3. McCain Valley OHV Area, Boulevard. Info 213/259-6631.
CALIFORNIA MOTOCROSS
CMMC. Barona Oaks, Ramona. Info 619/444-8116.
FLORIDA MOTOCROSS
Erv Braun Promotions. Ocala MX Park, Ocala. Info 904/732-6697.
GEORGIA MOTOCROSS
Thunder Creek MX, Jackson. Info 912/994-6630.
GEORGIA MOTOCROSS
Echconnee MX, Macon. Info 912/788-8227 or 935-5420.
ILLINOIS ICE RACE
• AMA/Northern IL Ice Racing Assn. Lake Marie, Antioch, Info 708/244-6874.
INDIANA ICE RACE
J & M Racing Club, Inc. South Pine Lake, La Porte. Info 219/324-7180.
MASSACHUSETTS ICE RACE
GJM Promotions. Hamilton Rod & Gun Club, Sturbridge. Info 508/943-9197.
NEW MEXICO DESERT RACE
Prairie Dawgs MC Tarantula 100. Red Sands, Alamogordo. Info 505/434-0454.
NEW YORK MUD/SNOW SCRAMBLES
AMA/Square Deal Riders MC. SDR Raceway,Harpursville. Info 607/722-6195.
NEW YORK ICE RACE
• AMA/Tri-State MC. NYS C'ship Series. Lembo Lake, Modena. Info 914/564-4814 or 564-5400.
NEW YORK ICE RACE
Empire State Ice C'ship. Frozen Ocean MX Park, Auburn. Info 315/784-5466.
NEW YORK ICE RACE
AMA/Hague Winter Carnival. North Pond, Hague. Info 518/543-6441.
NORTH CAROLINA MOTOCROSS
• S.E. MX Assn. 8th Annual Carolina Winter Series. Montrose MX Track, Raeford. Info 919/875-3805.
OHIO HARE SCRAMBLES
Sunset Ramblers, Galion. Info 419/468-7228 or 756-8601.
OHIO ICE RACE
• AMA Invitational Pro Indoor Ice Race/Half Mile Cycle Race Corp. Cincinnati Gardens, Cincinnati. Info 616/941-0815.
OKLAHOMA SHORT TRACK
Vintage Dirt Track Racers Assn. OK Corral, Harrah. Info 918/445-0671 or 627-3715.
SOUTH CAROLINA HARE SCRAMBLES
SETRA C'ship Series. Possum Fork H.S. Johnsonville. Info 803/394-3747.
TENNESSEE POKER RUN
Knobby Trax. Greenville. Info 615/753-5819.
WASHINGTON MOTOCROSS
Olympic Penninsula MC clubgrounds, Port Angeles. Info 206/452-5324.

February 22-23

OREGON ARENACROSS
MXNW Series. Oregon State Fairgrounds, Salem. Info 503/928-4474.

February 23

CALIFORNIA GRAND PRIX
• MTEG Off-Road C'ship GP Series. Jack Murphy Stadium, San Diego. Info 714/938-4100.
CALIFORNIA MOTOCROSS
Ventura Raceway, Ventura. Info 805/656-1122.
CALIFORNIA MOTOCROSS
• GFI Super Sat. Perris Raceway, Perris. Info 714/788-5853.
CALIFORNIA MOTOCROSS
• Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
CALIFORNIA SHORT TRACK
• R & D Enterprises. Monterey County Fairgrounds, Monterey. Info 408/449-7367.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA MOTOCROSS/SHORT TRACK
• Orange County Raceway, Orlando. Info 407/568-2271.
GEORGIA SUPERCROSS
• AMA Camel Nat'l C'ship SX Series. Fulton County Stadium, Atlanta. Info 1-900/468-4787.
IDAHO MOTOCROSS
Winter MX Series. Owyhee MC clubgrounds, Boise. Info 208/939-0815 or 939-8821.
MEXICO GRAND PRIX
Grans Prix de Baja Series. Mexicali GP, Mexicali, B.C. Info 818/340-5750 or 992-6355.
WASHINGTON SHORT TRACK
Pro Sports Promotions. Oakwood Arena, Spanaway. Info 206/847-1791 or 535-6911.

February 23-24

CALIFORNIA DUAL SPORT
AMA/D-37/California Trail Rides Hi Desert 250. Ridgecrest. Info 714/970-8666.

February 24

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
ALABAMA HARE SCRAMBLES
Mid-South C'ship H.S. Series. Cullman. Info 615/331-1475.
ARIZONA MOTOCROSS
• CMC Desert States Classic Series. Canyon Raceway, Phoenix. Info 602/971-0203.
CALIFORNIA MOTOCROSS
• GFI Winter Series North-South Showdown. Perris Raceway, Perris. Info 714/788-5853.
CALIFORNIA MOTOCROSS
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA GRAND PRIX
SRA. Carlsbad Raceway, Carlsbad. Info 714/957-2985.
CALIFORNIA STADIUMCROSS
• DeAnza Cycle Park, Sunnymead. Info 714/242-5840.
CALIFORNIA MOTOCROSS/SHORT TRACK
AHRMA Nor Cal Vintage MX Series & Short Track. Sandhill Ranch, Brentwood. Info 415/634-3328.
FLORIDA HARE SCRAMBLES
FTR C'ship Series. Orlando. Info 904/796-8654.
GEORGIA HARE SCRAMBLES
SETRA C'ship Series. Cracker 50 H.S. Maxeys. Info 404/922-8234.
GEORGIA MOTOCROSS
Thunder Creek MX, Jackson. Info 912/994-6630.
IDAHO SCRAMBLES
European Scrambles. Owyhee MC clubgrounds, Boise. Info 208/939-0815 or 939-8821.
ILLINOIS HARE SCRAMBLE
Trail Blazers MC, Springfield. Info 217/792-5127.
INDIANA ICE RACE
J & M Racing Club, Inc. South Pine Lake, La Porte. Info 219/324-7180.
INDIANA SWAP MEET
J & P Swap Meet Promotions. 4th Annual Parts Extravaganza. Indianapolis Convention Center, Indianapolis. Info 319/462-4605.
IOWA SWAP MEET
J & P Swap Meet Promotions. 11th Annual Parts Extravaganza. Hawkeye Downs Fairgrounds, Cedar Rapids. Info 319/462-4605.
KANSAS HARE SCRAMBLES
• KORR One man/two hour HS. Green Acres Raceway, Marion. Info 316/945-8221.
LOUISIANA MOTOCROSS
Miller's Good Time MX Park, Chataignier. Info 318/898-2125.
MARYLAND MOTOCROSS
AMA/D-7 & 13/Southern MD Dirt Riders. Budds Creek MX Park, Budds Creek. Info 301/475-2000.
MICHIGAN ICE RACE
AMA/D-14/Valley Trail Riders MC. Gladwin Ice Carnival Grounds, Albright Shores. Info 517/754-5842.
MISSISSIPPI MOTOCROSS
Central MS MX Assn. Pearl. Info 601/939-2017 or 939-5077.
NEVADA MOTOCROSS
• CMC. Silverstate Raceway, Carson City. Info 916/695-2727.
NEVADA HARE & HOUND
MRAN/Gamblers MC, Las Vegas. Info 702/641-6401.
NEW YORK ICE RACE
Electric City Riders MC. Warners Lake, East Berne. Info 518/374-7979 or 372-1526.
NEW YORK ICE RACE
Frozen Ocean MX Park, Auburn. Info 315/784-5466.
NORTH CAROLINA MOTOCROSS
Wilkes County MX Park, Lenoir. Info 704/758-4342.
OHIO VINTAGE SWAP MEET
Northern Ohio Classic Cycle Club British/European Swap Meet/Show. Burbank Auction Barn, Burbank. Info 216/543-5034.
OHIO HARE SCRAMBLE
AMA. Dirt Country MX Park, Blanchester. Info 513/791-8970.
OHIO HARE SCRAMBLE
Mansfield MC, Mansfield. Info 419/524-1347 or 526-6318.
OREGON MOTOCROSS
MXNW Series. Clarks Branch, Roseburg. Info 503/673-1671.
PENNSYLVANIA SUPERCROSS
AMA. Trail-Way Speedway, Hanover. Info 717/359-4310.
TEXAS ENDURO
Texas State C'ship Enduro Series. Permian Basin Club Odessa Enduro. Odessa. Info 915/683-1905.
TEXAS HARE SCRAMBLE
AMA/South Texas H.S. Series/AMSA. Rockne. Info 512/892-5026.
TEXAS HALF MILE
• AMA Pre-Daytona Half Mile. Dallas. Info 817/488-9133.
TEXAS MOTOCROSS
Burleson MX Park, Burleson. Info 817/295-1760 or 295-8908.
WASHINGTON SCRAMBLES
MXNW Series. Woodland MX Park, Woodland. Info 206/225-8219.
WASHINGTON ROUGH SCRAMBLES
Centralia Mudslingers MC, Tenino. Info 206/736-0166.
WASHINGTON OFF ROAD
NMA Off Road Series. Filthy Pup Hare Scrambles, Mount Baker MC, Bellingham. Info 206/724-7515.

March 1-3

COLORADO ARENACROSS
• Mike Kidd Promotions. Colorado AX C'ship. Denver Coliseum, Denver. Info 817/433-5587.
MICHIGAN MOTOCROSS
Livonia Jaycees/BBC Inc./Nishonian Ent. Livonia County Bowl, Livonia. Info: Ask for Hank, 313/255-2582.
NEVADA DESERT RACE
• HDRA/SCORE Int'l Desert Race Series. Nissan 400. Las Vegas. Info 213/540-5001.

March 1-10

FLORIDA ROAD RACES
• AMA Nat'l C'ship Road Race Series. Daytona Int'l Speedway, Daytona Beach. Info 614/891-2425.

March 2

CALIFORNIA MOTOCROSS
• Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
CALIFORNIA MOTOCROSS
• GFI Super Sat. Perris Raceway, Perris. Info 714/788-5853.
FLORIDA MOTOCROSS
• Orange County Raceway, Orlando. Info 407/568-2271.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
IDAHO SHORT TRACK
Owyhee MC. Canyon County Fair Bldg., Caldwelle. Info 208/888-7357.
TEXAS SUPERCROSS
Skeeter Motorsports Complex, Algoa. Info 409/925-4232.
WASHINGTON MOTOCROSS
MXNW Series. Woodland MX Park, Woodland. Info 206/225-8219.
WASHINGTON ARENACROSS
Pro Sports Promotions. Oakwood Arena, Spanaway. Info 206/847-1791 or 535-6911.

March 2-3

FLORIDA TRIALS
FTA. Crooms Motorcycle Park, Brooksville. Info 407/876-1214.
FLORIDA DRAGS
• Dragbike! Nat'l C'ship Series. Nat'l Opener. Miami Hollywood Speedway, Miami. Info 315/735-1661.
NEW YORK MOTOCROSS
Long Island Sports Committee. Westampton Raceway, Long Island. Info 516/728-7727.

March 3

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
ARIZONA MOPTOCROSS
• CMC Desert States Classic Series. Yuma Raceway, Yuma. Info 602/726-1446.
CALIFORNIA MOTOCROSS
• CRC. Sunrise Cycle Park, Adelanto. Info 805/272-8889.
CALIFORNIA MOTOCROSS
• CMC. Argyll Park, Dixon. Info 916/678-3592 or 678-9956.
CALIFORNIA MOTOCROSS
• DRC. DeAnza Cycle Park, Sunnymead. Info 714/242-5840.
CALIFORNIA ENDURO
Chaparrals MC Coyote Derby Enduro. Teagle Wash, Red Mountain. Info 714/528-3007.
CALIFORNIA GRAND PRIX
• Doublecross GP. Perris Raceway, Perris. Info 714/371-6333.
CALIFORNIA MOTOCROSS
CMMC. Barona Oaks, Ramona. Info 619/444-8116.
CALIFORNIA MOTOCROSS
Sandhill Ranch, Brentwood. Info 415/634-3328.
COLORADO VINTAGE MX
CMTRA. Colorado Springs. Info 719/473-8888 or 630-1758.
FLORIDA HALF MILE
• On Track Promotions. Volusia County Speedway, Barberville. Info 803/626-7959 or 272-9938.
FLORIDA MOTOCROSS
• Orange County Raceway, Orlando. Info 407/568-2271.
GEORGIA MOTOCROSS
Thunder Creek MX, jackson. Info 912/994-6630.
MINNESOTA SWAP MEET
J & P Swap Meet Promotions. 4th Annual Parts Extravaganza. St. Paul Civic Center, St. Paul. Info 319/462-4605.
NEVADA MOTOCROSS
• CMC. Silverstate Raceway, Carson City. Info 916/695-2727.
NORTH CAROLINA MOTOCROSS
• S.E. MX Assn. 8th Annual Carolina Winter Series. Montrose MX Track, Raeford. Info 919/875-3805.
OHIO HARE SCRAMBLES
CRA. Salem MC, Salem. Info 216/427-6645.
OKLAHOMA SHORT TRACK
Vintage Dirt Track Racers Assn. OK Corral, Harrah. Info 918/445-0671 or 627-3715.
OREGON MOTOCROSS
MXNW Series. Eugene MX Track, Eugene. Info 503/686-0661.
PENNSYLVANIA SUPERCROSS
AMA. Trail-Way Speedway, Hanover. Info 717/359-4310.
SOUTH CAROLINA ENDURO
SETRA C'ship Series. Sandlapper Enduro. Pelion. Info 803/356-4556.
WASHINGTON OFF ROAD
NMA Off Road Series. Brown Water H.S. Roadrunners MC, Johnson Creek, Tenino. Info 206/724-7515.

March 9

CALIFORNIA MOTOCROSS
Coors/Kawasaki Winter MX Series. Ventura Raceway, Ventura. Info 805/656-1122.
CALIFORNIA MOTOCROSS
• Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
CALIFORNIA MOTOCROSS
• GFI Super Sat. Perris Raceway, Perris. Info 714/788-5853.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA MOTOCROSS/SHORT TRACK
• Orange County Raceway, Orlando. Info 407/568-2271.
MISSOURI MOTOCROSS
Sprouth Patch Competition, Billings. Info 417/744-2593.
WASHINGTON SHORT TRACK
Pro Sports Promotions. Oakwood Arena, Spanaway. Info 206/847-1791 or 535-6911.

March 9-10

MEXICO OFF ROAD
Baja Promotions. SUDS Short Course Series. Tecate Beer Goodlife. Santa Veronica Off Road Raceway, Tecate, B.C. Info 818/340-5750 or 992-6355.

March 10

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
CALIFORNIA HARE SCRAMBLES
AMA/D-38/Fudpucker Racing Team. Team 200 H.S. Plaster City West, Imperial County. Info 619/427-5759.
CALIFORNIA MOTOCROSS
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA GRAND PRIX
• Doublecross GP. DeAnza Cycle Park, Sunnymead. Info 714/242-5840.
CALIFORNIA MOTOCROSS
• CMC. Marysville E Street Track, Marysville. Info 916/695-2727.
CALIFORNIA ENDURO
AMA/SCEC Hobo Family Enduro. Lucerne Valley. Info 714/689-6114.
CALIFORNIA TRIALS
AMA/PITS C'ship Series. Auburn. Info 916/723-9560.
CALIFORNIA ENDURO
AMA/D-36 Qualifier. Timekeeper Enduro, Clear Creek Rec. Area, near King City. Info 415/672-9715 or 408/356-0760.
CALIFORNIA TRIALS
AMA/TTC/ATA C'ship Series #3 Observed Trial. Black Canyon, Ramona. Info 213/259-6631.
CALIFORNIA RALLY
AMA/SRRA/D-36. Hap Jones Memorial Rally. Niles Country Inn, Fremont. Info 415/443-4979 or 468-2735.
COLORADO SCRAMBLES
CMTRA Vintage Cowchip Scrambles. Penrose. Info 303/480-5216 or 420-1177.
FLORIDA ENDURO
SETRA C'ship Series. Olustee. Info 906/796-8654.
FLORIDA MOTOCROSS
West Florida MX Park, Milton. Info 904/994-0827 or 994-4606.
GEORGIA MOTOCROSS
Thunder Creek MX, Jackson. Info 912/994-6630.
IDAHO MOTOCROSS
Owyhee MC Winter MX. OMC clubgrounds, Boise. Info 208/939-0815 or 939-8821.
LOUISIANA MOTOCROSS
Miller's Good Time MX Park, Chataignier. Info 318/898-2125.
MISSISSIPPI MOTOCROSS
Central MS MX Assn. Pearl. Info 601/939-2017 or 939-5077.
NEW YORK MOTOCROSS
Long Island Sports Committee. Westhampton Raceway, Long Island. Info 516/728-7727.
NORTH CAROLINA MOTOCROSS
Wilkes County MX Park, Lenoir. Info 704/758-4342.
OHIO HARE SCRAMBLES
CRA/Broken Spokes MC. New Philadelphia. Info 216/262-4945.
OHIO MOTOCROSS
• AMA/D-11. Holeshot Hills MX Park, Harrison. Info 513/738-0307.
OREGON MOTOCROSS
MXNW Series. Albany SX, Albany. Info 503/928-4474.
PENNSYLVANIA MOTOCROSS
Sleepy Hollow MX, Fredericksburg. Info 717/273-1180 or 273-9212.
TENNESSEE MOTOCROSS
• AMA S.E. Regional C'ship MX Mega Series. Muddy Creek Raceway, Blountville. Info 615/323-5497.
TEXAS MOTOCROSS
• Mike Kidd's Boyd Raceway, Boyd. Info 817/433-5587.
TEXAS ENDURO
Texas State C'ship Series/Sabine Enduro Circuit. Sidewinders MC, San Antonio. Info 512/681-3894.
TEXAS HARE SCRAMBLE
AMA/DBSA. New Berlin. Info 512/438-7594.
TEXAS MOTOCROSS
Burleson MX Park, Burleson. Info 817/295-1760 or 295-8908.
WASHINGTON SCRAMBLES
MXNW Series. Woodland MX Track, Woodland. Info 206/225-8219.
WASHINGTON ENDURO
NMA Enduro Series. Shelton Valley Enduro. PSER MC, Shelton. Info 206/724-7515.
WASHINGTON MOTOCROSS
• Horn Rapids ORV Park, Richland. Info 509/582-6718.

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Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form.

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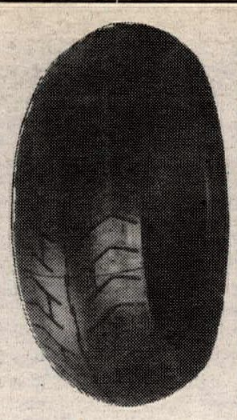

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MP7 SPORT

SIZE MARKING	Max overall width in use mm	Overall diameter mm	RIMS Permitted	Max permitted load kg	(lbs)
130/60 ZR 16 F	128	562	3.0-3.75-4.0	236	(520)
160/60 ZR 16 R	163	606	3.75-4.0-5.0	315	(694)
110/70 ZR 17 F	113	588	2.75-3.5	212	(467)
120/70 ZR 17 F	122	603	3.0-3.75	236	(520)
130/60 ZR 17 F	127	586	3.5-3.75-4.0	243	(536)
140/70 VR 17 R	142	620	3.5-4.5	300	(660)
160/60 ZR 17 R	166	629	3.75-4.0-5.0	325	(716)
170/60 ZR 17 R	176	630	(4.5)-5.0-5.5	355	(782)
180/55 ZR 17 R	189	628	5.0-5.5-(6.0)	375	(827)
110/80 ZR 18 F	111	630	2.15-2.50-3.0	236	(520)
140/60 ZR 18 R	142	628	3.5-3.75-4.5	280	(617)
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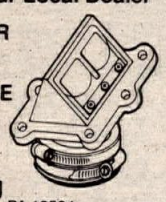

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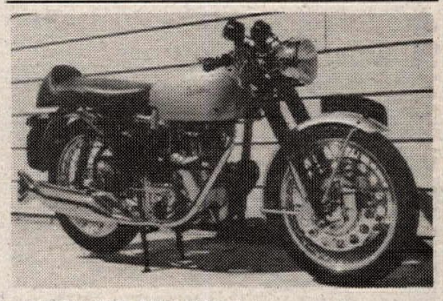

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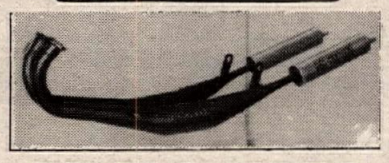

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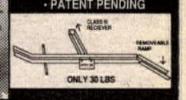

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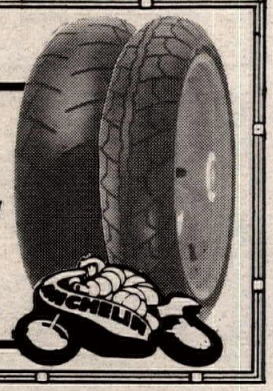

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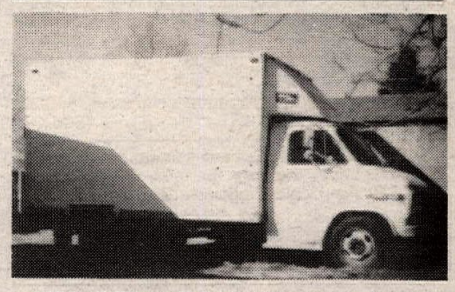

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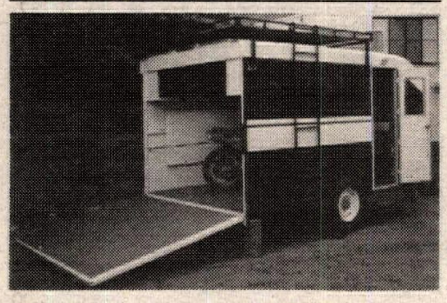

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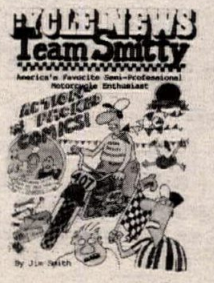

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May 19	San Jose Mile	San Jose, CA
May 26	Springfield Mile	Springfield, IL
June 8	Louisville Half-Mile	Louisville, KY
June 29	Lima Half-Mile	Lima, OH
July 13	Hagerstown Half-Mile	Hagerstown, MD
July 20	Parkersburg Half-Mile	Parkersburg, WV
July 27	Oklahoma City Half-Mile	Oklahoma City, OK
August 4	Peoria TT	Peoria, IL
August 7	Rapid City Half-Mile	Rapid City, SD
August 24	Indianapolis Mile	Indianapolis, IN
September 1	Springfield Mile	Springfield, IL
September 15	San Jose Mile	San Jose, CA
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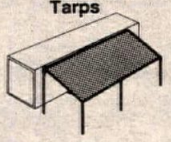

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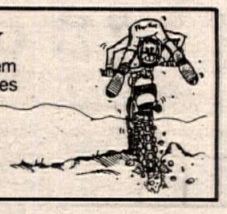

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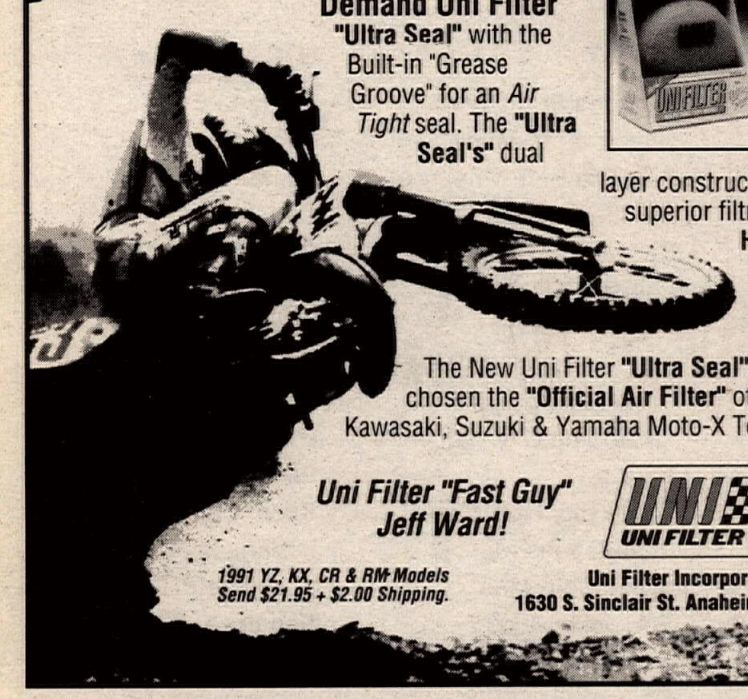

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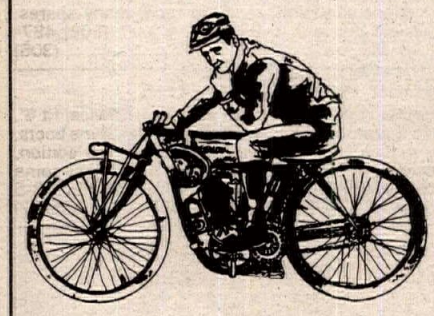

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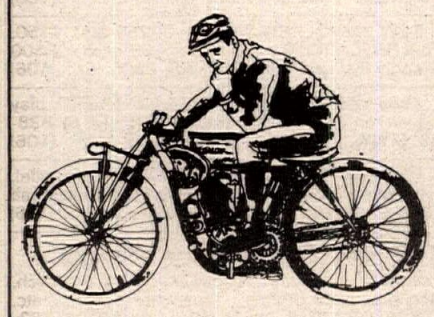

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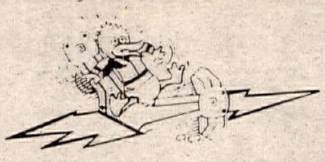

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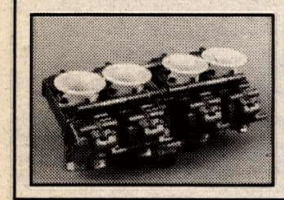

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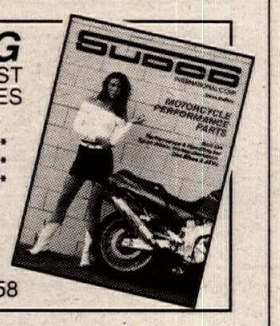

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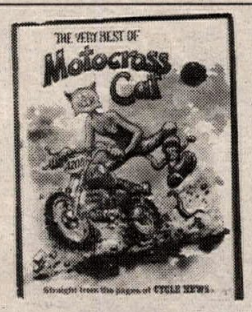

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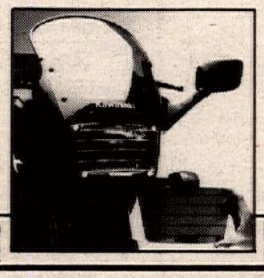

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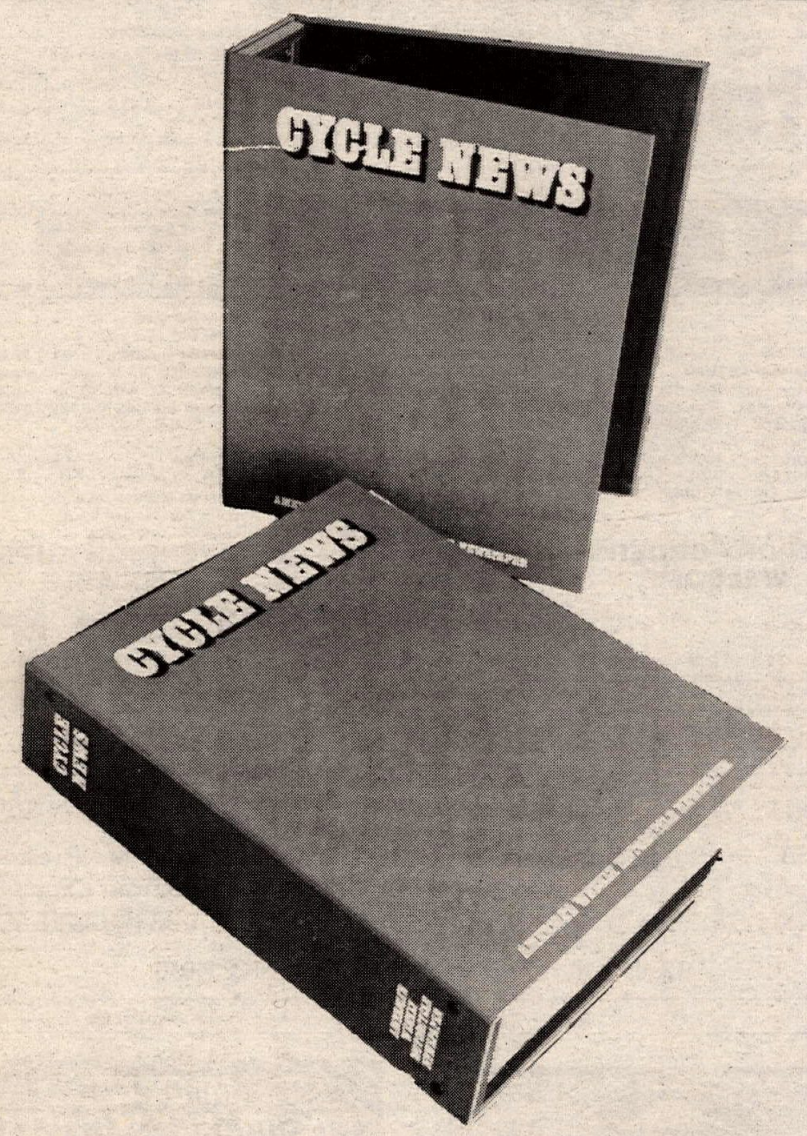

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RESULTS

Ice Race
USA Speedway Winter Series
Stanton, MI
Jan. 21
By John Irish

60
Adam Wiseman
Willy Stewart
Jeremy Leydig
80
Leo Wiseman
Scott Moore Kaw
Daniel Kaufman
125
Kraig Yorkk
Ron Imhoff Kaw
Leo Wiseman
250 A
Mark Gigowski
Charly Kincaid
Mark Olmstead
250 B
Kirt Draaisma Suz
Ron McCloud Kaw
Ron Nyenhuis Kaw
OPEN A
Dale Wigginton Hon
Tim Blackmer
OPEN B
T. Paul Schmieding
Chuck Smith Yam
SR
Dale Wigginton Hon
Bill Emede
OPEN 4-STRK
Jeff Wiles Yam
Scott Wiles Yam
Grandpa Putt-Putt Hon

Ice Race
Wolf Lake Winter Series
Jackson, MI
Jan. 19
By John Irish

125
Brian Lingston Yam
250 B
Chuck Eckins Yam
Micheal O'Harrow
OPEN A
Jeff Weatherwax Yam
Jim Bolenbaugh
OPEN B
Karl Schamberger Yam
Larry Van Valkenburg
SR
Jim Bolenbaugh
David Cameron
OPEN 4-STRK
Tom Lucas Hon
Grandpa Putt-Putt Hon
Robert Dick Hon

Motocross
1991 GFI Winter MX Series South
Final Standings
Perris, CA
Feb. 3
By Tony Alessi

50 STK D-1
Christopher Tocco
Emitt Kling
Ross Garcia
50 STK D-2
Scott Howe
Chad Gaumer
Kyle Mace
50 MOD
Johner Faulkner
Bobby Bonds
Christopher Tocco
60 D-1
Daniel Norman
Shad Viens
Tim Rasmussen
60 D-2
Brandon Cruz
Jorge Posca
Chris Panek
80 BEG
Daniel Norman
Kevin Johnstone
Cory Sievers
80 NOV
Shaun Perolio
Armando Overland
Nathan Perry
80 INT
Greg Yearsley
Jason Reed
Chris Wheeler
80 EX
Craig Decker
Steve Andrich
Larry Linkogle
125 BEG
Joey Cirocco
Mark Blakley
Brian Croft
125 NOV
Grant Gaspar
J.J. Petchel
E.J. Wright
125 INT
Sean Pagel
Steve Drew
Dennis Dahlin
125 PRO
Mike Chamberlain
Tony Amaradio
Phil Lawrence
250 BEG
Greg Perolio
Ron Sharp
Patrick Fringer
250 NOV
Grant Gaspar
J.J. Petchel
Nick Morgan
250 INT
Steve Drew
Sean Pagel
Donald Upton
Mike Chamberlain
Willy Musgrave
Joe Waddington
500 BEG
Chuck Hartfield
David Glass
500 NOV
Chuck Bagwell
Louie Peick
Randy Paulin
500 INT
Kelly Pichel
Brett Stubbs
Jason Simmons
500 PRO
Willy Musgrave
David Bagwell
Mike Hooker
25-29 BEG
Ron Sharp
John Davis
C.T. Falk
25-29 NOV
Greg Fountain
Nick Athens
Ron Williams
25-29 INT
Steve Piatoni
Chris Lance
Randy Danylo
VET NOV
Greg Perolio
Luc Deley
Tommy Brackens
VET INT
David Lynch
Robert Sheldon
Fred Nichols
VET PRO
Mark White
Mike Preston
Clark Jones
OT NOV
Tom Ederly
Jim Hollen
Larry Popp
OT INT
George Speaking
Bob Dunham
W.G. Wilson
OT EX
Tom White
Alan Kent
Alan Olson

Supercross
Round 2 Amateur SX C'ship Series
Houston, TX
Jan. 19

P/W
Johnny Marley
Ty Conner
Trey Franks
65 7-11
Earl Kepart
Travis Elliott
Aaron Selden
85 7-11
Kenneth Jones
Jacob Martin
Coby Sharp
85 12-13
Robert Reynard
Joffrey Easely
Andy Bowyer
85 14-15
Clint Latham
Jack Brassfield
Billy Akers
125 C D-1
Joey Pratt
Chris Daubitz
Robbie Floyd
125 C D-2
Brian Bestrick
Deacon James
Randy Denby
125 B
Ty Hollywood
Chad Anthony
Jason Sides
125 A
Chris Young
Bradley Strunk
Terry Osborn
125 12-15
Bradley Strunk
Brian Rister
Chris Daubitz
PLUS 25
David Burnett
John Bersla
Ron Parks
250 C
Randy Denby
Vincent Kacir
Matt Tallon
250 B
Ty Harris
David Burnett
Jason Sides
250/500 A
Chris Young
Bradley Strunk
Chris Smith
SR 30=
Greg Brown
Jeff Jones
Mike Taylor
SR 35=
Jeff Jones
Ronnie Cue
Rick Hillhouse
SR 40=
Henry Gref
Tom Conner
Larry Carson
OPEN NOV
Greg Ederton
Billy Depriest
Jeffrey Foster

Ice Race
CMA Ice Nationals
St. Narcisse, Quebec, Canada
Jan. 24

250 EX
Marcel Fournier Suz
Michel Thibeault Suz
Stephane Plouffe Suz
Ricky Jones Hon
George Jones Hon
600 EX
Chris Evans Hon
Jean Bourret Kaw
Marcel Fournier Kaw
Ronald Beauvais Hon
Donald Beauvais Kaw
250 SR
Chad Fleck Suz
Les Snell Hon
Sylvain Croteau Hon
Steve Latulipe Yam
Paul Chapman Hon
600 SR
Gilles Pepin Hon
Sylvain Croteau Hon
Jeff Smith Kaw
Charles Beattie Hon
Barry Ferguson Suz
250 JR
Yvan Laneuville Suz
Pete DeJong Yam
Yanick Jolin Hon
Alain Raymond Suz
Keith Lamb Suz
600 JR
Mario Boisvert Kaw
Pascal Levesque Yam
Mikel Gould Hon
John Istead Hon
Denis DeGranpre Kaw
SPDWY
John Kehoe Gdn
Claude Bergeron Jaw
Yvon Morinville Jaw

Arenacross
Texas Super-AX
Belton, TX
Jan. 26
By Bob Mitchell

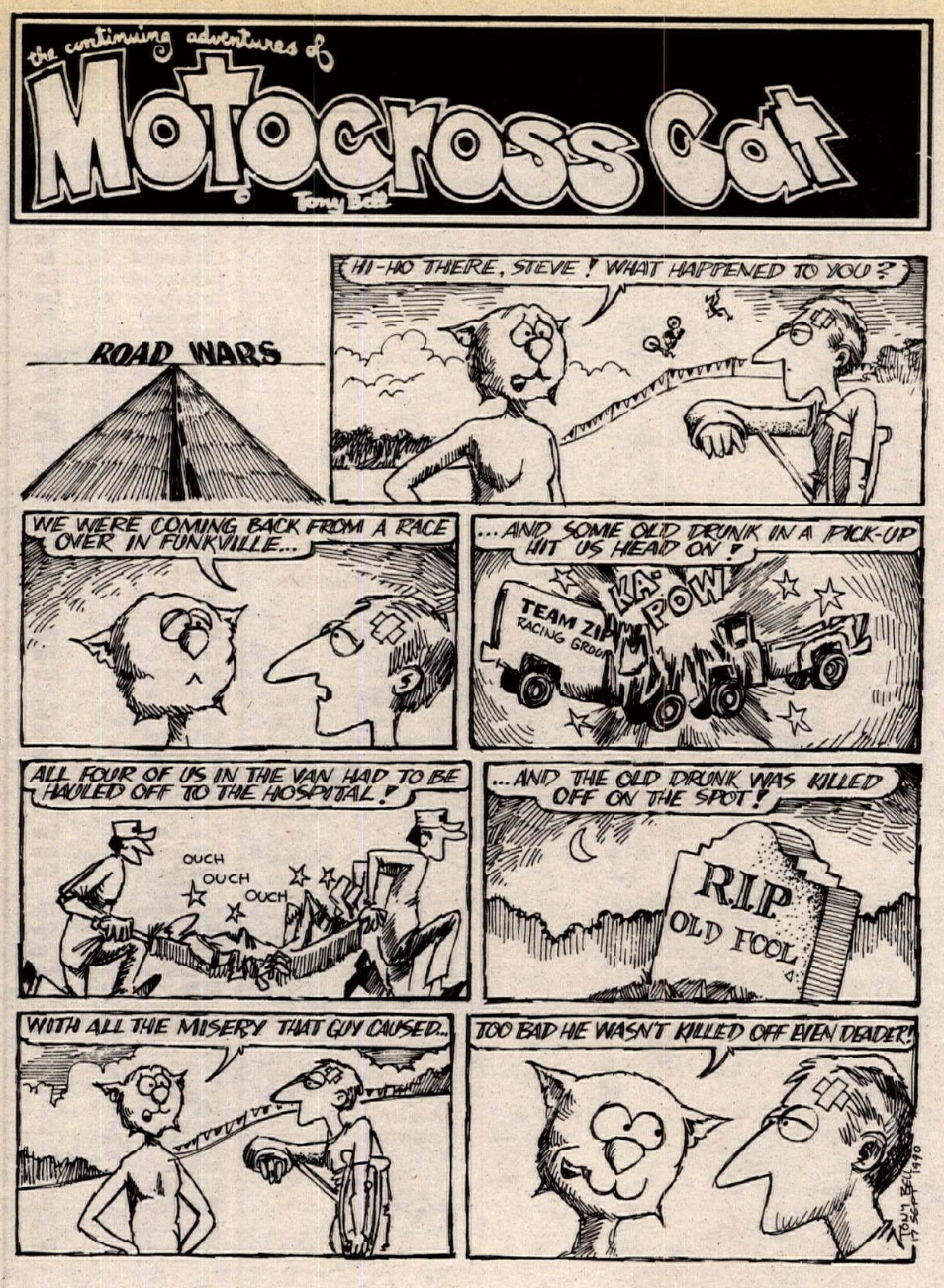
50 STK
Dusty Fountain Yam
Audrey Landfried Yam
Hector Ruiz III Suz
Lynn Nickerson Jr. Yam
Jeff Middleton Hon
50 MOD
Dusty Fountain Yam
Lynn Nickerson Jr. Yam
60
Daniel Bonner Kaw
Travis Elliott Kaw
Nicholas Hamilton Kaw
Dusty Fountain Kaw
Barry Tuttle Jr. Kaw
80 BEG
R.K. Westinghausen Kaw
William Hitchcock Suz
Michael Brock Suz
Jason Schamsher Kaw
Troy Morris Kaw
80 NOV
Billy Akers Kaw
Charley Bogard Suz
Wesley Brown Suz
Greg Duvall Kaw
Travis Spann Suz
80 INT
Clint Latham Kaw
Brian Sauer Suz
Charley Bogard Suz
Brad Woolsey Hon
Wesley Brown Suz
80 OPEN
Clint Latham Kaw
Brian Sauer Suz
Charley Bogard Suz
Greg Duvall Kaw
Michael Briscoe Kaw
125 NOV
Brian Rister Kaw
Chris Daubitz Kaw
John Shultz Kaw
Matt Feil Hon
Brian Oestrick Hon
125 BEG
Joe Walker Suz
Randy Gales Hon
Clay Jones Kaw
Clayton French Suz
Gary Graeser Suz
125 INT
Aaron Justus Suz
Strip Smith Hon
Jody North Hon
Troy Smith Hon
Billy Bell Hon
125 PRO
Grayson Goodman Suz
Clay Hoenshell Suz
Jason Langford Yam
Terry Tinney Kaw
Jeromy Buehl Hon
250 BEG
Ronny Gibson Suz
Randy Skinner Hon
Tony Watkins Yam
William Rich Hon
Uwe Hale Yam
250 NOV
Tracey Tolbert Hon
Freeman Kirby Kaw
Glen Walker Suz
Dirk Williams Yam
Bubba Mathews Yam
250 INT
Shane Edwards Suz
Donnie Roland Hon
Ron Parks Hon
Troy Smith Hon
Mike Shirley Kaw
250 PRO
Jason Langford Yam
Clay Hoenshell Suz
Grayson Goodman Suz
Heath Kirkland Suz
Terry Tinney Kaw
500 OPEN
Brook Mathews Kaw
Perry Reeder Kaw
David Bennett Kaw
OVER 25
Kelvin Williams Hon
Chuck Tresidder Kaw
Jerry Hill Suz
Sean Kraack Kaw
OVER 30
Chuck Tresidder Kaw
Sean Kraack Kaw
Gary Beam Hon
David Guillett Hon
Danny Heard Kaw
DFC
Tim Hodes Suz
125 OPEN
Aaron Justus Suz
Brian Rister Kaw
Brian Oestrick Hon
Chris Daubitz Kaw
John Shippen Kaw

Motocross
Green Acres GP
Marion, KS
Jan. 27
By Scooter Bell

50
Justin Camfield Hon
80
Scott Stevens Kaw
Jon Hedden Suz
Matt Martin Kaw
BEG
Tim Davis Yam
Martin Regain Yam
Jack Woods Yam
125 SPTSMN
John Pangle Yam
Steve Camfield Yam
Darrin Plumer Hon
125 PRO
Mike Werner KTM
250 SPTSMN
Scott Bell Yam
250 PRO
Leigh Letellier KTM
Nathan Dietz Kaw
Rhett Tripe Kaw
OPEN
Michael Sullivan Yam
Bill Trenkle Suz
Scott Loveland Yam
OVER 30
Louie Bate Hon
Todd Ward Hon

Ice Race
Electric City Riders
Schenectady, NY
Jan. 27
By Larry Dagostino

MINI 50
Mary Newell Yam
Thomas Newell Yam
VINT
Joe Cesternino Bul
Son Than Tran Bul
Jeff Kviniaug Hon
L/W SDCAR
Ronald Daros/
Michael Burnham Hon
Ray Vanguilder/
Philip Worthington Suz
Stephen Ritzko/
Thomas Buzzi Suz
Don McCann/
Tim Chase Kaw
William Haas/
Stuart Besser Hon
H/W SDCAR
Bill Newell/
Bob Gerding Hon
Gary Harlan/
Rip Brown H-D
Raymond Vanguilder/
Edward Rupinger Nor



RESULTS

Joseph Glasby/
Pete Kuebler Suz
Jeff Kviniaug/
Leonard Johnson Hon
SR A
Joe Cesternino Bul
SR B
Son Than Tran Suz
William O'Connor Hon
Dave Connelly Hon
Alain Desrosiers Suz
125 AM
Timothy Weaver Hon
Bob Schultz Hon
Scott Vandecar Hon
Paul Hartshorn Kaw
Beth Bradley Hon
250 AM
Doug Noraski Hon
Hal Rhinesmith Yam
Mike Clark Yam
Alain Desrosiers Suz
Timothy Weaver Hon
250 EX
Bill Newark Yam
Marc Desrosiers Suz
Jeff Earl Yam
OPEN AM
Kurt Clark Hon
Mike Clark Hon
Timothy O'Connor Hon
Randy Croote Yam
Daniel Marshall Hon
OPEN EX
Bill Newkirk Hon
Duane Veeder Hon
Joe Cesternino Bul
Kurt Spoonagle Hon

Motocross/HS CRA C'ship Series 1990 Final Standings By Peggy Adamic

MOTOCROSS
50 AUTO
Larry Rust
Micky Marshall
Ryan Edixon
Carlo Bonsignor
Ryan Andrews
JR MINI
Jordan Saran
Karl Scott
Levi Henninger
Brock Sellards
Bo Bowman
SR MINI
Vince Darnow
Eric Nepodal
Brock Sellards
Bryan Bellinger
Karl Scott
SCHBY
Rick McGuire
Jay Hershey
Jeff Wooledge
Mike Katin
C.J. Klein
125 A
Jason Balas
Barney Barnett
Phil Gauther
Chuck Nicholson
Marcus Sellards
125 B
Mike Katin
Jay Hershey
Larry Bellman
Dave Kacmar
Allen Beech
125 C
David Jones
Tandy Friley
John Evola
John Venaleck
Mike Mungo
250 A
Steve Johnson
Bill Koleno
Mike Boggia
Peter Maurice
Ron Dunfee
250 B
Shane Smith
Allen Beech
Jack Steele
Don Morgan
Sandi Parisi
250 C
Eric Klein
Roland Heard
Martin Kepiro
Chris Rolling
John Young
PLUS 25
Steve Wilmington
John Young
Neal Davis
Bob Harrington
Henry Hauenstein
OPEN B
Shane Smith
Neal Davis
Bob Harrington
Dave Sulecki
Dave Blauman
SR 1
Blaine Duecaster
Kevin McCann
Henry Hauenstein
Tim Cipullo
Rick Hopkins
SR 2
Dan Morgan
Joc Jacobs
Jerry Boyd
Don Sprague
HARE SCRAMBLES
JR MINI
Joey Sedmak
SR MINI
Eric Darnley
T.J. Somers
Vince Karnow
Mark McGrath
Brent Abel
90-200
Todd Morain
Craig Betz
Craig Herman
Dan Frkuska
Robin Sarisky
250
Jim Bender
Mark McGiffin
Frank Gallo
Jeff Bonasera
Gary Younkins
OPEN
Mark Sherwood
Tim Strickland
Ray Vagarasoto
Robin Miller
Flip Jendre
SR 1
Al Chuppa
John Gallagher
Kevin Outland
Jim Kalleker
Dwight Clark
SR 2
Lewis Harry
Bud Wyatt
Phil Andrews
Gary Mardis
Dan Morgan
WDSMN
Andy Vance
David Knittle
Rick Menges
Scott Harman
Gary Kendel
TEAMS
90-200
Todd Morain/
Kevin Outland
Phil Gauthier/
Larry Bellman
250
Frank Gallo/
Gary Younkins
Jim Bender/
Mark McGiffin
Jeff Bonassera/
Mark Pahanish
OPEN
Robin Miller/
Tim Coen
Brian Sovak/
Rick May
Tim Strickland/
Dan Wodicka
Ted Guthrie/
Jeff Rudrick
Dwight Clark/
Dave Smith
SR 1
Andy Morris/
Al Chuppa
Scott Braden/
Jim Kalleker
SR 2
Don Zinz/
Phil Andrews
Dennis Zinz/
Jack Pfaff
WDSMN
Dave Knittle/
Andy Vance
Charlie Tellard/
Elmer Kruza
Patrick Adams/
Rick Menges

Send results of races ASAP after the event to: Results, *Cycle News*, P.O. Box 498, Long Beach, CA 90801-0498. Results should be typewritten or printed legibly, and include the type of event, name of race track, city and state where located, date of event, name of person submitting the material, the top five finishers in each class, and the brand of bike each finisher rode.

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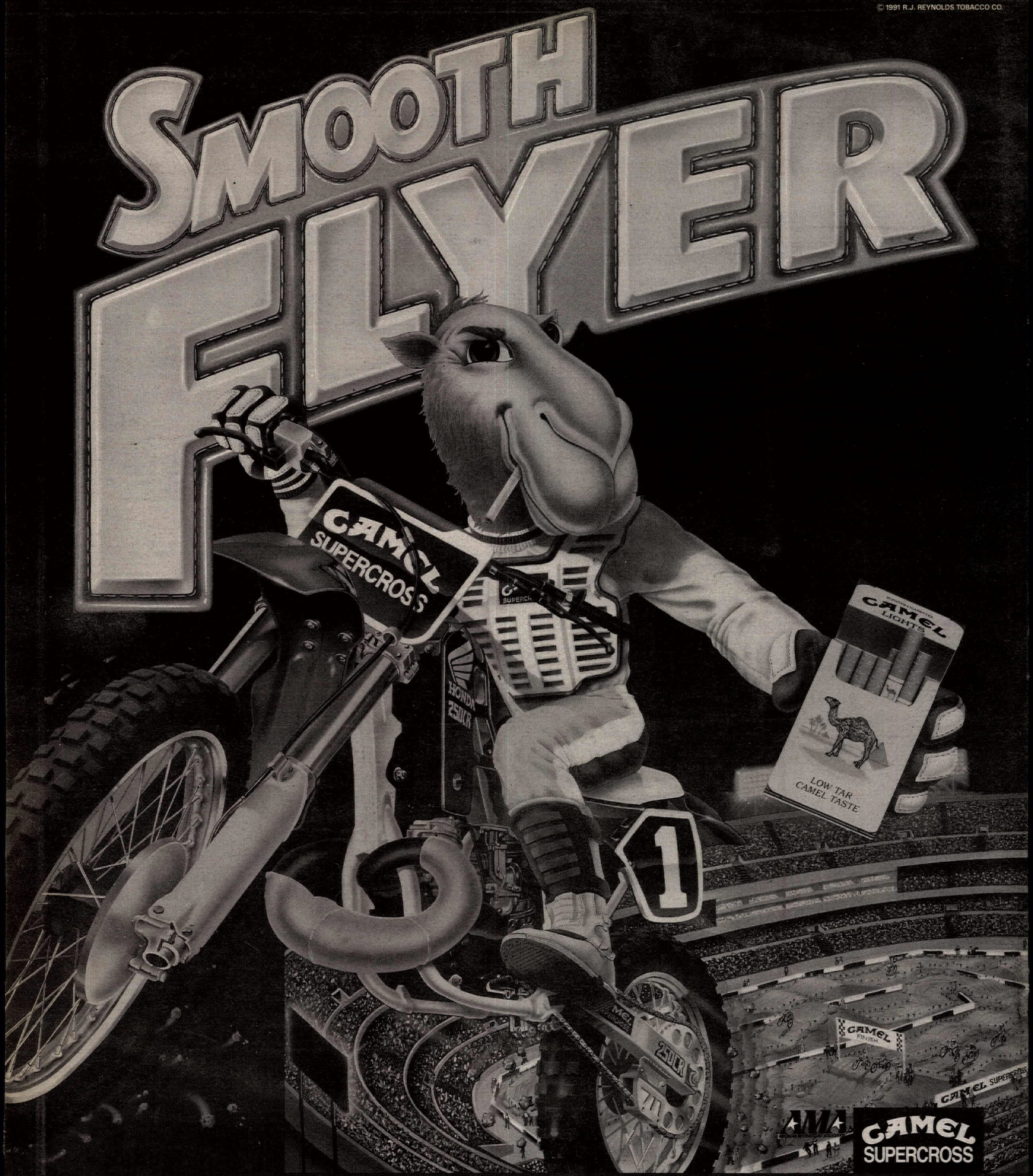

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